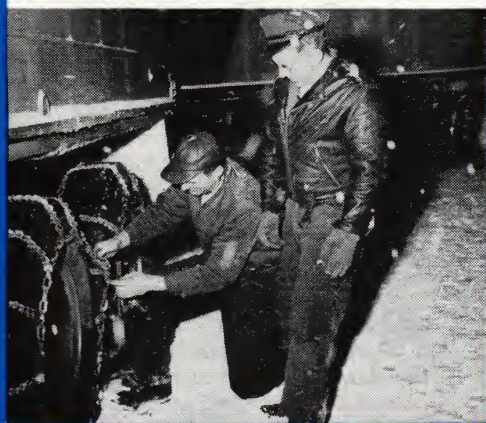


THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

JANUARY 1959



Men Against the Mountain
A Special Teamster Feature



FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, January, 1909)

Practice What You Preach

ONE of the most powerful arguments for the existence of trade unions was expressed by a writer in *The Mine Worker* magazine. The article was written in answer to criticism leveled against trade unions at a public meeting by a preacher, lawyer and a physician. These three professional men made the statement that trade unions were trusts which violated the precious liberty of a man to do what work he pleased. Shades of right to work propaganda heard on every side today!

"It was rather astonishing," the article explained, "to hear such sentiments expressed by men who have won for themselves the closed shop."

The writer then went on to explain the mechanics of the organizations these labor critics belong to:

"The clergyman wears the uniform of his union. A small executive board passes upon candidates for his trade, and one is not allowed to preach until he has received a certain education, undergone a long apprenticeship and acquired a series of certificates and diplomas.

"The lawyer belongs to a union which is so strong that it has forced the legislatures to pass laws prescribing its rules and regulations. It has the power to expel members, and from among its own

number it chooses even the judges that try its cases."

"The physician also has a closed shop, rigidly restricted and legalized."

"No one doubts that on the whole unions of professional men have been of value to the world. No one seriously objects to their unionism. But one does object when they demand rights for themselves which they wish to deny to others," the writer concludes.

"Whut Is Th' Open Shop?"

AT THE TURN of the century, Finley Peter Dunne began his famous social satires on various phases of American life and called these discourses "Mr. Dooley."

Reprinted in the columns below, is the classic discourse between Mr. Dooley and Mr. Hennessey on the open shop.

"Whut is all this talk that's in the papers about the open shop?" asked Mr. Hennessey.

"Why, don't ye know," said Mr. Dooley. "Ra-ally, I'm surprised at yer ignorance, Hennessey. Shure, 'tis starrrted be sich patriots as Dave Parry, Fred Job an' President El-yut of Harrvard t' burst up th' labor unions. They are afraid, Hennessey, that th' la-labor unions will overrun this grand an' glorious country of ours, an' there wud be no wan left t' organize into citizens' alliances, an' business men's associashuns. An' so they boost th' open shop. Whut is th' open shop? Shure, 'tis a shop where they keep th' dure open t' accommodate th' constant sthream of min comin' in t' take jobs cheaper thin th' min whut has th' jobs. 'Tis like this, Hennessey—suppose wan of these free-born American citizens Dave M. tells us about is wurkin' in an open shop for th' princely wages of wan large iron dollar a day of tin hours. Along comes another free-born sun-of-a-gun, an' he sez t' th' boss: 'I think I cud handle th' job fer ninety cints.' 'Shure,' sez th' boss, an' th' wan dollar man gets th' merry jinglin' can an' goes out into th' cold, cold wurld."

"Yis, th' open shop is a great institution," said Hennessey.

Some Thoughts on Worry

A SERIES OF EPIGRAMS in the *Chicago Sunday Tribune* by Herbert Kaufman and reprinted in our magazine, warn about "counting your worries until they're hatched."

The cleverly written epigrams are designed to diminish commonplace worries—real or imagined. Here's a sampling:

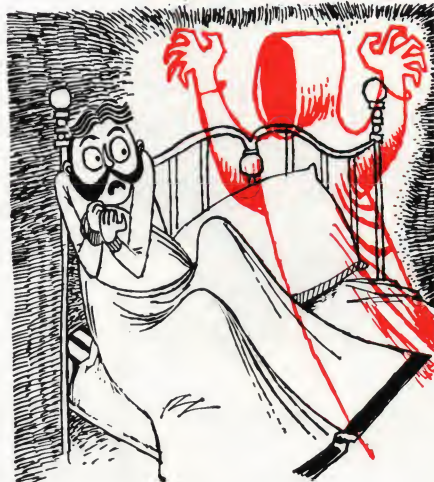
"The brain can't be simultaneously stimulated with ambition and drugged with despair. You can't mope and enthuse at the same time."

"Imagination is the architect of fright. The average ghost story simmers down, upon investigation, to a flapping sheet."

"Worry is, after all, no less than cowardice. It's a moral disease—a mental malaria—a brain jaundice—a self-distilled acid which corrodes enterprise."

"If you have suffered misfortune, the quicker you forget about it the better for you and for us. What is gone out of life can't come back. Yesterday is in time's graveyard—tomorrow is still unborn."

"Don't be afraid to laugh. There isn't a finer exercise in the world. It makes every nerve and fiber of you get up and go. It spurs your blood and sends it sprinting at such a pace that the sluggish corpuscles which are poisoning your mind and being have to stop loafing, give themselves a good shake, and settle down to honest, healthy work. Get busy!"



Message from the General President



BECAUSE of continuing lawsuits, we have been forced to set aside for the time being our plans for a special convention in March to elect officers of your union.

It appears that Judge F. Dickinson Letts will sign an order in the near future giving to the Board of Monitors the powers they seek to exercise a virtual trusteeship over your International Union. This would mean, among other things, that they would be able to pass upon the kind of contracts you negotiate and the type of organizing campaigns your union can undertake. Such power could destroy your union.

For example, Godfrey Schmidt, one of the Monitors who has consistently represented management interests, recently commented on our plans to organize public employees (see page 11) by saying he didn't think public employees should be organized. I ask you, how can a union function if coercive power over our union rests in men like Schmidt?

Fortunately, the American system of justice gives us recourse to higher courts and we are confident that the Monitors' construction of their powers will be stricken down on appeal. Not only does their position have no basis in the consent order; it has no basis under any standard of democracy or self-determination. If the Monitor powers were finally held to be absolute over our union, no free organization of men in this country would be safe from tyranny.

Look closely and you will see that those who oppose our efforts to hold another convention are the same ones who have tried desperately over the past two years to wreck and ruin this union if they possibly could.

They have not succeeded. And if I know the spirit of the members of this union, they will never succeed in hurting our union.

A year ago on January 31, your new officers assumed their posts. During the past year, your union achieved unprecedented gains for the membership. Despite smear headlines and economic recession, our membership total reached an all-time high. The wage gains won in new contracts topped those of any other union. We achieved for the first time a national minimum wage in trucking and set the stage for uniformity in freight by 1961.

For the first time in history, we won a modified union shop at Montgomery Ward, and laid out careful plans to organize Sears Roebuck. As trade unionists, we made every effort to heal the historic breaches which have existed between various other unions and ourselves and, despite George Meany's shortsighted and vindictive stand against cooperation, these unions are continuing to cooperate. You cannot take a stand

against the best interests of the labor movement and expect it to be followed by good trade unionists.

We have been very active in attempting to help solve the long-existing labor problems in docking and shipping and other forms of transportation, and we are hopeful that our efforts will successfully benefit the entire nation and its economy. As this issue reports, we won a big victory at the Schlitz brewery in Tampa at the end of December, despite the efforts of the AFL-CIO to smear our union in its campaign material. This should be a lesson to them that workers are not impressed by low-level tactics.

Within our union, we have moved strongly and effectively to correct what needs correcting. It has always been my policy to use trusteeship sparingly and only in cases of absolute necessity to the welfare of the membership. We attempted to remove trusteeships from all such locals and restore them to autonomy and we had made great strides until the Monitors stepped in and prevented further action along this line. Where necessary to the welfare of our organization, we have used our Constitutional authority in man-to-man fashion to sever from our organization those few individuals whose activities were not in the best interests of our union. Despite all the charges of "corruption," the facts simply do not substantiate the charges. Of the 1,632,000 members of our union, today there are only 13 against whom any legal charges are pending, and their cases are all under active review.

It seems certain that 1959 will be every bit as challenging to us as the past year has been. This issue outlines our plans for 1959 in the organizing field. We will be active among public employees, air freight and airline ground crew personnel, Sears workers, the automotive and petroleum field, in Puerto Rico, and in many other areas.

The Teamsters Union has never quit fighting for the welfare of the American worker just because some very powerful anti-union interests saw fit to threaten or coerce us. We are confident that the new year will bring even greater gains and benefits to our membership and that, some day in the future, the anti-Teamster crusade will be exposed for the phony union-busting device it has always been.

Fraternally yours,

A large, stylized handwritten signature in dark ink, which appears to read "J. R. Hoffa". The signature is written in a cursive, flowing style.

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GENERAL EXECUTIVE BOARD

JAMES R. HOFFA
General President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

JOHN F. ENGLISH
General Secretary-Treasurer
25 Louisiana Ave., N. W.,
Washington 1, D.C.

JOHN J. CONLIN
First Vice President
69 Jefferson St.,
Hoboken, N. J.

JOHN T. O'BRIEN
Second Vice President
4217 S. Halsted St.,
Chicago, Ill.

JOSEPH J. DIVINY
Third Vice President
25 Taylor St.,
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EINAR MOHN
Fourth Vice President
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Washington 1, D. C.

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Fifth Vice President
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Pittsburgh 19, Pa.

JOHN O'ROURKE
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265 W. 14th St.,
New York 11, N. Y.

OWEN B. BRENNAN
Seventh Vice President
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Detroit 16, Mich.

THOMAS E. FLYNN
Eighth Vice President
100 Indiana Ave., N. W.,
Washington 1, D. C.

GORDON R. CONKLIN
Ninth Vice President
320 University Ave.,
St. Paul 3, Minn.

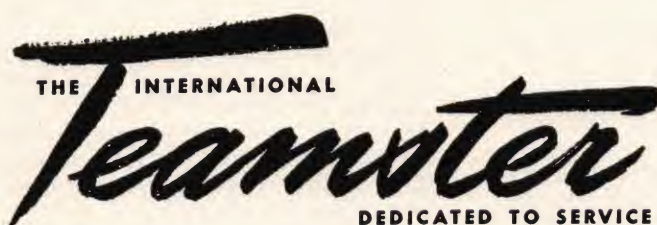
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Philadelphia, Pa.

GEORGE MOCK
Eleventh Vice President
Heckes Bldg.,
831 H St.,
Sacramento 14, Calif.

MURRAY W. MILLER
Twelfth Vice President
1330 N. Industrial Blvd.,
Dallas 7, Texas

HAROLD J. GIBBONS
Thirteenth Vice President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

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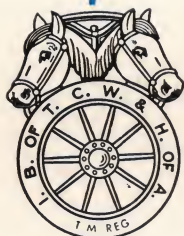


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January, 1959



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JOHN ROHRICH
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EXECUTIVE BOARD MAPS IBT FUTURE



THE International Union's General Executive Board, meeting in Miami, Fla., last month, announced the opening of a number of new organizational drives aimed at raising the standard of living of millions of American and Puerto Rican workers.

President James R. Hoffa disclosed that the drives would center around millions of state, county and city municipal employees across the nation. IBT organizing efforts will also include Sears-Roebuck, airline ground crews and construction, transportation, and meat packing employees in Puerto Rico.

In announcing organization plans for state, county and city municipal employees, the General President said: "There are several million of such workers in this country, the bulk of which are not organized. We feel that they are rightfully entitled to improved wages, hours and conditions of employment, and we intend to use

every facility at our command to see that they get them."

On the question of the International Union's plans for organization in Puerto Rico, Hoffa made public that he will meet there with representatives of the AFL-CIO and independent unions to coordinate a joint organizing effort.

"The Teamsters are stepping up

their organizing tempo in Puerto Rico," Hoffa said. "Labor unions there will have the full support of Teamster local unions in the United States wherever there are national companies that have subsidiaries in Puerto Rico."

He cited large meat packers, construction firms and transportation companies as examples of organizing targets.

Sears Campaign

With reference to the up-coming nation-wide Sears-Roebuck organizational campaign, the General President revealed that if it becomes necessary "we will not hesitate to strike."

He reported on the series of kick-off meetings in each of the conference areas, scheduled to be held in New York on Jan. 6, Chicago on Jan. 8, San Francisco on Jan. 13 and Dallas on Jan. 16. Strategy for the upcoming Sears drive was implemented at these

Convention Postponed

Plans for the March 16-18 special convention were postponed this month by President Hoffa. "Pending litigation has made it impossible for us to hold the convention on those dates because we will not have sufficient time under our Constitution to elect delegates," the general president announced.

area meetings. Some 200 organizers will be assigned to the campaign.

Concerning the successful organizing program aimed at two new breweries recently completed by Schlitz and Anheuser-Busch in Tampa, Fla., Hoffa said that the International went all-out to win the right to bargain for the workers.

Referring to a recent public statement by the brewery workers international union before the representation election in which they promised "not to disturb the wage levels in Tampa," Hoffa commented:

"The Teamsters' Union does not subscribe to nor will we go along with the Tampa Chamber of Commerce."

Hoffa made it very clear that the Teamsters are prepared to fight for wages, hours and conditions of employment for Tampa brewery workers comparable to those negotiated by the IBT for production workers at Schlitz and Anheuser-Busch breweries throughout the country.

Stewardess Strike

During one of President Hoffa's press conferences in Miami, he pointed out that an airline stewardess' strike against Lake Central Airlines was recently won when the Teamsters supported and respected their picket lines.

"The Stewardess' Association was successful in its dispute despite the fact that airline pilots saw fit to scab on people they work on the planes with," Hoffa said.

The stewardess strike against Lake Central Airlines was the first stewardess strike in the history of passenger air service in the United States.

Airlines Ground Crews

Still another Teamster organizational push scheduled for 1959 will affect airline ground crews.

"A survey of wages and working conditions in this craft has shown us that there is a great deal of room for improvement," Hoffa asserted. "In our opinion, the Teamsters' Union can and will bring about substantial and decent living standards for these people."

IBT Aids Flight Engineers

In line with President Hoffa's policy of aid and assistance to other labor organizations, the Teamsters' Union has taken on the responsibility of backing a \$200,000 loan to the Flight Engineer's International Union to help them in their dispute with Eastern Airlines.

"If that is not enough," Hoffa declared, "we will go further."



President Hoffa, left, tells newspapermen of the Executive Board's proposed organizational plans involving millions of public employees.



General Secretary-Treasurer John F. English pays close attention to Board discussion concerning Puerto Rican organizing campaign.

From right, Vice Presidents Miller, Brennan, Flynn and O'Brien.

He said that such a loan is just plain good trade unionism, and at the same time highly criticized the AFL-CIO for what he termed "a lack of courage to support the Flight Engineers' strike."

As the International Teamster went to press this month, President Hoffa reported that the Flight Engineers International Union has already paid back \$125,000 of the \$200,000 loan arranged for them by the Teamsters' Union.

Hoffa said that he was glad the Teamsters were in a position to assist the Flight Engineers during their dispute with Eastern Airlines and invited the International Union to call upon the IBT for aid and assistance in the future.

Lashing out at George Meany, Hoffa said that "if he was half the labor leader he pictures himself to be, he would be trying to win this strike instead of fighting the efforts of these men to preserve hard-won seniority."

Gibbons Slaps GE

Harold J. Gibbons, Executive Assistant to President Hoffa, struck out sharply against General Electric Co. during the Florida meetings when he told the General Executive Board that the National Warehouse Division, which he heads, and the International Union are prepared to take what measures are necessary to prevent GE from attempting to remove union security provisions from present contracts.

"Teamster local unions represent several thousand workers in GE warehouses in about 50 locations in the nation," Gibbons pointed up. "We will not stand still for any infringement upon these workers' rights or the weakening of their labor agreements."

Gibbons also announced that early in 1959 a special meeting would be scheduled in Chicago for all Teamster local unions in the country having GE jurisdiction.

"Much of the Chicago session will be taken up with mapping plans to halt this newest move by GE against their employees," Gibbons said.

"Right-to-Work"

The General President said in Miami that the Teamsters' Union can take a share of the credit in the sound



The General President, center, Vice President Harold Gibbons, left, and General Secretary John F. English caucus informally at session.

Executive Board



Vice Presidents Tevis, Mohn, Diviny and Mock (along table at left) study proposals made before Executive Board.

defeat of so-called Right-to-Work which failed to become law in five out of six states last November.

"Our organization spent hundreds of thousands of dollars to defeat these union-busting measures," Hoffa noted. "I would like to point out that not only did the AFL-CIO have no hesitation about accepting our money in states threatened by such legislation,

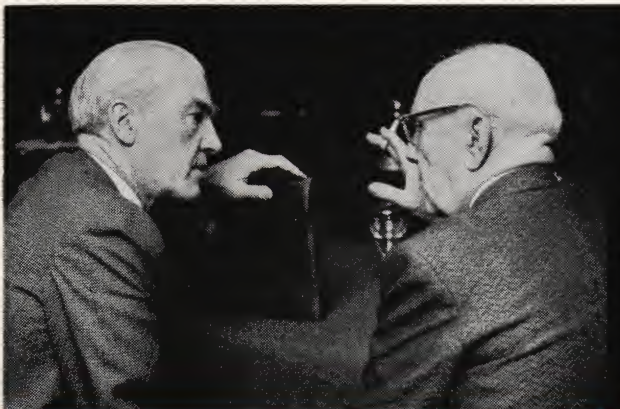
but they made our members chairmen of 'Stop-Right-to-Work' drives."

Connell Ruling

When asked by the Miami news media what he thought of the recent treatment given Federal Judge James C. Connell (Judge Connell recently ruled in Cleveland, Ohio that the court-appointed board of monitors held ad-

visory powers only and could not order or direct the affairs of the IBT) by the McClellan Committee, Hoffa stated:

"I cannot speak for a Federal Judge, but the action of the McClellan Committee is in keeping with its character in intimidating anyone who 'dares' to rule, according to law, when it rightfully benefits the Teamsters."

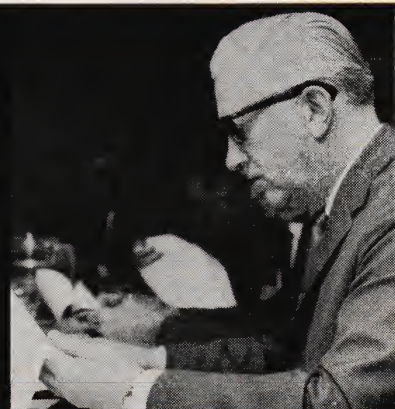


Vice President O'Rourke

Vice President Conlin

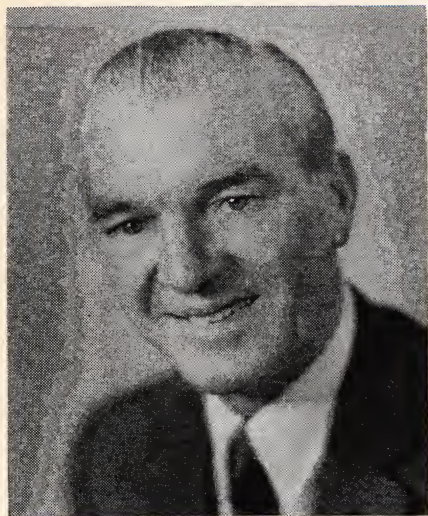


Vice President Backhus



Vice President Conklin

O'Rourke Appointed General Organizer



John O'Rourke

John J. O'Rourke, Sixth International Vice President, has been named as an International Organizer by President James Hoffa.

In making the appointment, Hoffa said that O'Rourke "has been most successful in obtaining the confidence of the vast majority of Teamsters in the State of New York."

"He has demonstrated beyond all doubt his ability to coordinate organizational efforts of local unions in his state," Hoffa declared. "The General Executive Board and I feel that our entire organization will benefit from his appointment."

O'Rourke, who was elected an IBT Vice President in 1957, brings a vast background of trade union experience to his new post. He began his career as a Teamster official when he was 25 years of age as a business representative for Local 282 with some 400 members. Today, he is president of the New York union which has a membership of over 8,000, the second largest union in the state.

During the early days of his union leadership, he was responsible for the successful organization of the building materials industry which brought 1,600 new members into his union.

He has served as trustee of the Building Trades Council in New York; secretary-treasurer and trustee of Joint Council 16 and president of the Council, a position he still holds.

His new appointment was made by President Hoffa with the unanimous approval of the General Executive Board.

Dodds to Head Canadian Drive

Casey Dodds, a veteran labor official, has been named Canadian Director for the IBT by General President James R. Hoffa.

A former officer of the Canadian Street Railway unions, Dodds became associated with the Teamsters' Union in 1950. He has been serving as Central Conference director for Canada.

In accepting the new appointment, Dodds said that the task of organizing the unorganized in Canada "is a huge one."

"In spite of the fact that we have a late start in the field of union organization here in Canada, I, nevertheless, feel that under the IBT's present policy makers we will make great strides in this area in the near future."

He said that "since Jimmy Hoffa has been in office as General President a broader and more militant stand concerning Canadian problems has prevailed."

Dodds' immediate plans calls for understandings with several other la-



Casey Dodds

bor organizations in Canada on the basis of mutual aid and assistance.

"Before spring we will have on the drawing board an organizational program which will influence union organization across the Dominion," he predicted.

Owens Gets Full-Time Petroleum Post

A new and progressive program for the IBT's National Automotive and Petroleum Division was outlined last month as President Hoffa named International Organizer Thomas Owens to a full-time Washington post with the division.

Owens, director of the union's National Produce Division, will also continue in that post.

"Owens has been assigned to this new position because of stepped-up activity in this division which calls for full-time personnel," Hoffa said. "He will work directly with those people now heading up the Automotive and Petroleum Division."

The automotive and petroleum field includes the areas covered by the Teamster-Machinist pact, now functioning at the local level. Objectives of the new program will be intensified efforts at area-wide and company-wide agreements in the automotive and petroleum field, as well as stepped-up organizing efforts in such areas as tank truck drivers, gas station employees, garage workers, automotive



Tommy Owens

parts personnel, and parking lot attendants.

In his new post, Owens will work with national and conference leaders of the trade division and coordinate activities with the International office. Comprehensive activities for the division were mapped during each of the 1958 area conference meetings.



VICTORY IN TAMPA

THE STATE of Florida, generally considered by trade unionists as a sure burial ground for organizational campaigns, woke up on the morning of December 24 to discover that workers at Schlitz Brewery's 20-million-dollar plant at Tampa, Fla., had elected to be represented in collective bargaining by the International Brotherhood of Teamsters.

The AFL-CIO had sent 49 top organizers into Tampa in an all-out effort to defeat the Teamsters through an intensive smear campaign. President

Hoffa left an important conference in Los Angeles to meet with the Tampa workers on the eve of the election and outlined the Teamster program in their behalf. The workers chose the Teamsters.

The NLRB election, believed by most observers to be a precedent-setting one, declared a Teamster victory by a majority vote of nearly 2 to 1. Thirty-two votes were cast for Teamsters Brewery Local 388 and 20 for the AFL-CIO Brewery Workers union. Fifty-three Schlitz employees

were eligible to participate in the election. One worker did not cast his vote and one ballot was challenged.

"Out people were up against a so-called 'right-to-work' law in Florida," Hoffa said. "They were fighting a running battle with a well-entrenched and well-heeled publicity campaign against labor in general and the Teamsters' Union in particular—and their efforts to win the right to represent the workers were being challenged by the AFL-CIO which evaded the real issues and was content to lay aside the



General President Hoffa chats informally with Schlitz Brewery employees prior to NLRB election which saw Teamsters' Union win right to represent brewery workers. Hoffa flew to Tampa at the invitation of Schlitz workers who vigorously campaigned for Teamsters Local 388. At this meeting Hoffa outlined position Teamsters' Union would take at the bargaining table in behalf of Schlitz employees' wages, hours and working conditions. Workers lauded Hoffa's stand.

Organizing

workers' welfare in favor of utilizing adverse publicity suffered by the IBT.

"The result of the election leaves no doubt in anyone's mind that Schlitz employees did not buy these tactics. They were interested in what the Teamsters could and would do for them at the bargaining table and cast their votes accordingly."

Tampa Story

Here is the background of the organizational story that led to Teamster victory in Tampa:

Early last November the Teamsters' National Conference of Brewery and Soft Drink Workers met in Tampa for the purpose of setting in motion machinery that would kick off an intensive organizing drive among employees of Schlitz's Tampa brewery which will employ some 250 workers when the plant reaches full production. The Conference's organizing format also called for the organization of brewery workers at Anheuser-Busch's new Tampa brewery. This part of the dual drive will see action sometime later this year.

Consent Election

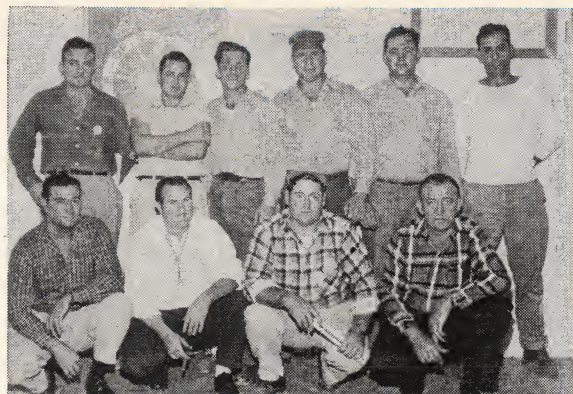
Since Schlitz officials had employed the services of the Florida State Employment agency in hiring production workers and drivers, it was felt that the organizing drive would start from the grass roots. With this in mind, IBT organizers laid plans for an organizational program of two or three months' duration. However, on December 17 the company agreed to a consent election, voiding the possibility of a long delay at the Board's national level.

"The sudden change in events," said William Ahern, director of the IBT's National Brewery Conference who headed up the Tampa campaign, "presented an immediate problem of reorganization and a quick retooling job was done on our publicity program."

President Hoffa, center, congratulates Ray Schoessling, National Brewery Council Secretary, on eve of election. From left, Victor Caligiuri, Frank Seban, H. Ahern and Ben Amador, West Coast officer.

M. S. Vidaver (inset) of Joint Council 38 handled press relations for Tampa organizational program.

Schlitz workers aided victory. Standing from left, are W. O'Laughlin, J. Tripp, H. Thompson, S. Maseato, M. Williamson and R. Ramos. Organizers R. Bunch, H. Tripp, J. Mooney and G. Suttle, are shown below.



Schlitz Brewery employees from New York told Tampa workers about Teamster contracts. From left are John Wittreich, John Kelly, Nick Accone, Ed Siegmann, Local 8 official; and Leonard Lamb.



Southern Conference officials who aided program in Tampa organizing effort are, from left, R. B. Bunch, John Padovano, J. Walker, Manuel Fernandez, B. Fowler, G. Griener and J. Flaherty.



"The highlight of this program was a four-page newspaper prepared by M. S. Vidaver, public relations director of Joint Council 38 in Sacramento, sent to the Tampa scene from California by Vice President George Mock. This newspaper reached the homes of the workers just prior to the election."

Ahern summarized the campaign as being a definite, concentrated, personalized campaign.

Workers Help IBT

Ray Schoessling, secretary-treasurer of the National Brewery Conference, and Frank Seban, executive assistant to the National Director, placed important credit for the election victory on the fact that prior to the balloting some 20 Schlitz workers came to the offices of Local 388 and volunteered their services toward the Teamsters' organizing effort.

"The influence the work of these people had on the election cannot be overemphasized," Schoessling opined. "They freely gave of their time and energy in the days prior to the election."

"It was this group," Seban pointed out, "that invited President Hoffa to come to Tampa so that they might meet and talk to him. They are still talking today about the fact that the General President left a busy session in Los Angeles to meet with them from 5:30 p. m. to 1 a. m. on the eve of the election. It is certainly fair to say that Jimmy left a lasting impression on every worker he talked to. This kind of personal contact and service will do much to assist future organizational efforts in this area."

Also present to lend help in the campaign was Vice President Harold J. Gibbons, Executive Assistant to Hoffa.

Another Election

Although the Schlitz organizing campaign ended in complete victory for the IBT, there is still another organizational hurdle coming up soon concerning workers at Anheuser-Busch's new brewery in Tampa.

According to Director Ahern the Teamsters' Union fully expects more of the smear approach unsuccessfully used by the AFL-CIO during the Schlitz campaign.

"We are cinching up our organizing lines and are prepared to present our case on its merits to the people who process Budweiser beer. We intend to wage our fight for decent wages, hours and conditions of employment for these workers in the same manner

Workers Tell Why They Voted for IBT

Why Schlitz workers voted for the Teamsters' Union in the recent NLRB election at Tampa, Fla. is pretty well summed up in the statements of Robert L. Blinitz, George Perdome and Joe Tripp, who are all employed at the new Florida brewery.

Said Blinitz: "I think that the workers at Schlitz brewery in Tampa who voted for the Teamsters and won this election have done a great service for all men and women in the South who have to work for a living.

"The winning of the election is serving notice to all employers in the South that workers, organized and backed by the Teamsters, can secure for themselves a decent deal on their jobs. The history of the Teamsters' program and progress here and everywhere in the country proves what I am saying. I look forward to a good future on my job under a Teamster contract."

Perdome said: "We are very lucky to have this election decided in favor of the Teamsters' Union. There has been too much experience in the South with the type of unionism that goes along with the program of business and the bosses. I, for one, voted for the Teamsters because I have made comparisons of what the Teamsters can and are doing for the workers in the South with what other unions have not and cannot do for the workers.

"The Teamsters are building strength in the South and that's good news for everybody who has to work for a living here."

Tripp declared: "A great election has been won here in Tampa. Not just an election of fifty-one men fighting for decent working conditions, but an election that all Teamsters were fighting for all over the country.

"This election could not have been won if it hadn't been for a small group of men who were fighting not only Schlitz, but the AFL-CIO, the Tampa Chamber of Commerce and the newspapers that every day libeled the Teamsters' Union in their anti-labor editorials.

"Our victory here will be the turning point in the old South's way of holding down the worker's rights and wages through politics and cheap union officials who are more interested in themselves than the men and women they are supposed to represent. The Teamsters' Union has opened up a new and bright future for working people in the South."

as we did for Schlitz employees," he declared.

He said that the IBT is confident of the outcome of an Anheuser-Busch election and is right now drawing up plans for uniform contracts for the two plants, suggesting provisions that are compatible with those standard in Teamster labor agreements covering the brewery industry.

General President Hoffa has extended his personal appreciation to everyone responsible for the successful Tampa campaign, and who sent Teamster officials from every corner of the nation to give aid and assistance.

They include Vice President George Mock, Vice President Murray Miller, Vice President Einar Mohn and International Organizer Joe Morgan.

Others who won the praise of President Hoffa for their work in the Florida organizing drive were Albert Johnson and James Adkins of Local 728 in Atlanta, Ga.; Woody Hughes, John Walker and Manuel Fernandez of Local 79 in Tampa; John Padovano

and John Flaherty, Local 390 in Miami; John Wittreich, Edward C. Siegmann, vice president of Local 8 in New York, and Leonard Lamb of Local 8; John Kelly, Nick Acano of Local 1345 in New York; P. H. McCarthy, general counsel for the National Brewery Conference; Jake McCarthy, national Teamster news bureau director and many others.

Charges Dropped

A contempt of Congress charge against Einar Mohn, president of the Western Conference of Teamsters, has been dismissed by United States District Judge Alexander Holtzoff.

The charge against the Western Teamster leader arose out of his refusal to testify before the Senate Investigations Committee in January, 1957.

The dismissal was made by Judge Holtzoff on a motion of assistant United States Attorney William Ritz.



IBT TO ORGANIZE PUBLIC WORKERS

THERE are millions of state, county and city employees across the nation who need union organization but are not organized. This International Union feels that they and their families are rightfully entitled to a decent standard of living and we intend to use every facility at our command to see that they get it."

This was the statement of General President Hoffa when he recently announced that near the top of the Teamsters' 1959 organizing agenda will be public employees, whom he said "number in the millions."

Backed By Board

Solidly behind the President in this organizing effort is the General Executive Board which has adopted a resolution giving full support to the giant program. At the same time the Board urged all local unions having public

employees in their jurisdiction to prepare to intensify their organizing efforts in this area.

Hoffa has also announced that sometime in January or February he will call a special meeting to establish a coordinated drive in the Teamsters'

Not Likely

Asked by newsmen if the Teamsters' Union would seek a mutual aid and assistance pact with the AFL-CIO in organizing public workers, Hoffa stated:

"I seriously question whether Meany would have the ability to understand the necessity of such a pact. He would probably intervene so that there would be no union when the vote was counted."

Union, which he said "will be solely designed to step up this kind of an organizational program."

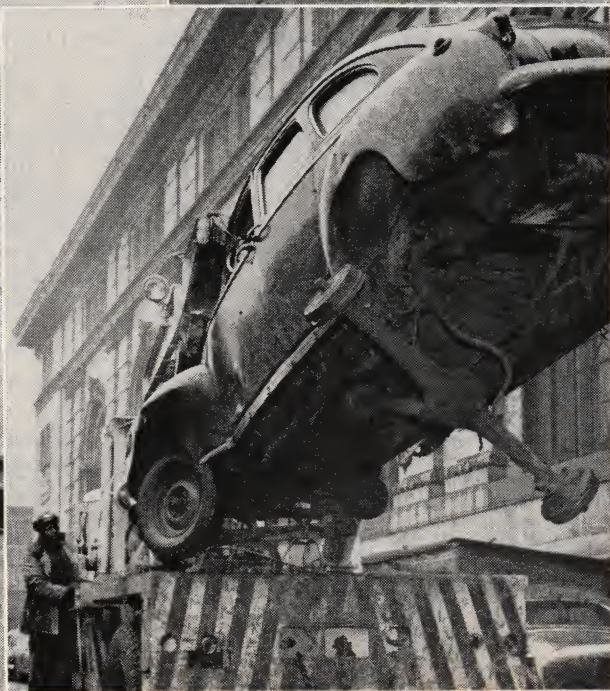
The President made it quite clear, however, that the International Union does not intend to raid or disturb the jurisdiction of any established union in this field.

"But," Hoffa pointed out, "where we find public workers unorganized, it will be necessary to organize them in toto. We feel that all American citizens have the right to be organized and we will not exclude anyone."

AFL-CIO Lax

He charged that the AFL-CIO has been lax in its responsibility to organize the unorganized in the area of public employees.

"The Teamsters' Union," declared Hoffa, "has a duty to concern itself with obtaining a living wage and de-



cent conditions for these people. We intend to do just that."

He said that where law prevents the organization of public workers, the IBT will appeal at the legislative level to have such laws changed.

Although one of the International Union's foremost organizational projects in 1959, Hoffa noted that results would not be accomplished overnight.

"We are well aware of the tremendous opposition we will encounter from politicians and legislators who we feel will explore every possible avenue to keep public employees unorganized."

"The attitude of state, county and city government toward its employees becoming members of a union has not been very friendly. When public workers have insisted upon union organization, I do not think they have been accorded the same status of collective bargaining and union recognition as we know it in private industry. It is high time that informal understandings, verbal and written, which exist in too many governmental agreements, be eliminated and replaced by strong, positive union contracts. Our International Union negotiates such contracts," said Hoffa.

Pictures at left illustrate Teamster jurisdiction earmarked for IBT organizational campaign of public workers.

Photos show city park, sanitation and street maintenance employees on the go in many sections of the country.

Many of these workers across the nation do not have collective bargaining machinery adequate to afford them and their families a decent standard of living. Union organization, Teamsters say, will adjust their wages, hours and conditions of employment to realistic levels.

Koontz Dairy Still Fights Union

An article in the December **TEAMSTER** created the mistaken impression that Koontz Creamery in Baltimore, Md., was recently organized. Teamsters Local 937 has been carrying on an intensive organizing campaign at the dairy but legal maneuvering by the company has thus far enabled it to remain on the non-union list.

The article in question reported an exchange of telegrams between Koontz workers, praising the Teamsters for their organizing efforts, and President Hoffa, who told the workers they "are entitled to every advantage and protection our union can give them." No election has yet been held to determine a collective bargaining representative.

Seattle Teamster Wins Re-Election

George Cavano, chairman of the Western Conference of Teamsters' Cartage Division, has won his bid for reelection as executive secretary-treasurer of Teamster Local 174 in Seattle, Wash.



George Cavano

In a hotly contested race which saw his opponents employing television, radio and the public press to ridicule his support of President Hoffa, Cavano piled up 1534 votes to his opposition's 978.

Joining Cavano in election victory were Russ Anderson, elected president of Local 174; Lew Erickson, elected trustee; and Les Reid, elected vice president of the Seattle Teamster organization.

Cavano said that the election results clearly show that unfair attacks against the International Union's president by forces which seek to destroy the economic gains won for the organization's membership have failed to influence the hard core members of Local 174.

"The vast majority of our people here in the Northwest know what this fight is all about," he said. "They know that the contracts they have today did not come easy and they are not supporting any faction that threatens their agreements or the leaders who won them."

First New England Pension Check



The first pension check from the New England States Pension program went to Fred "Pop" Slater, right, a veteran member of Local 191 in Bridgeport, Conn. Presenting him with his first check for \$150 and a certificate award is Fred J. Roberto, secretary-treasurer of the Teamster local union. ("Pop" Slater is 78-years young.)

Wisconsin Teamster Wins Roadeo

Floyd F. Brown, a member of Teamster Local 200 in Milwaukee, Wisconsin, drove a semi-truck and trailer to first place honors in the National Truck Roadeo recently held in Miami Beach, Florida.

Brown won in the five-axle tractor-trailer class. He will receive a cash award of \$50 per month for the next year in addition to a national trophy.

The Teamster driving champion is employed by Motor Cargo, Inc. and holds a seven-year no-accident record.

Tough Competition

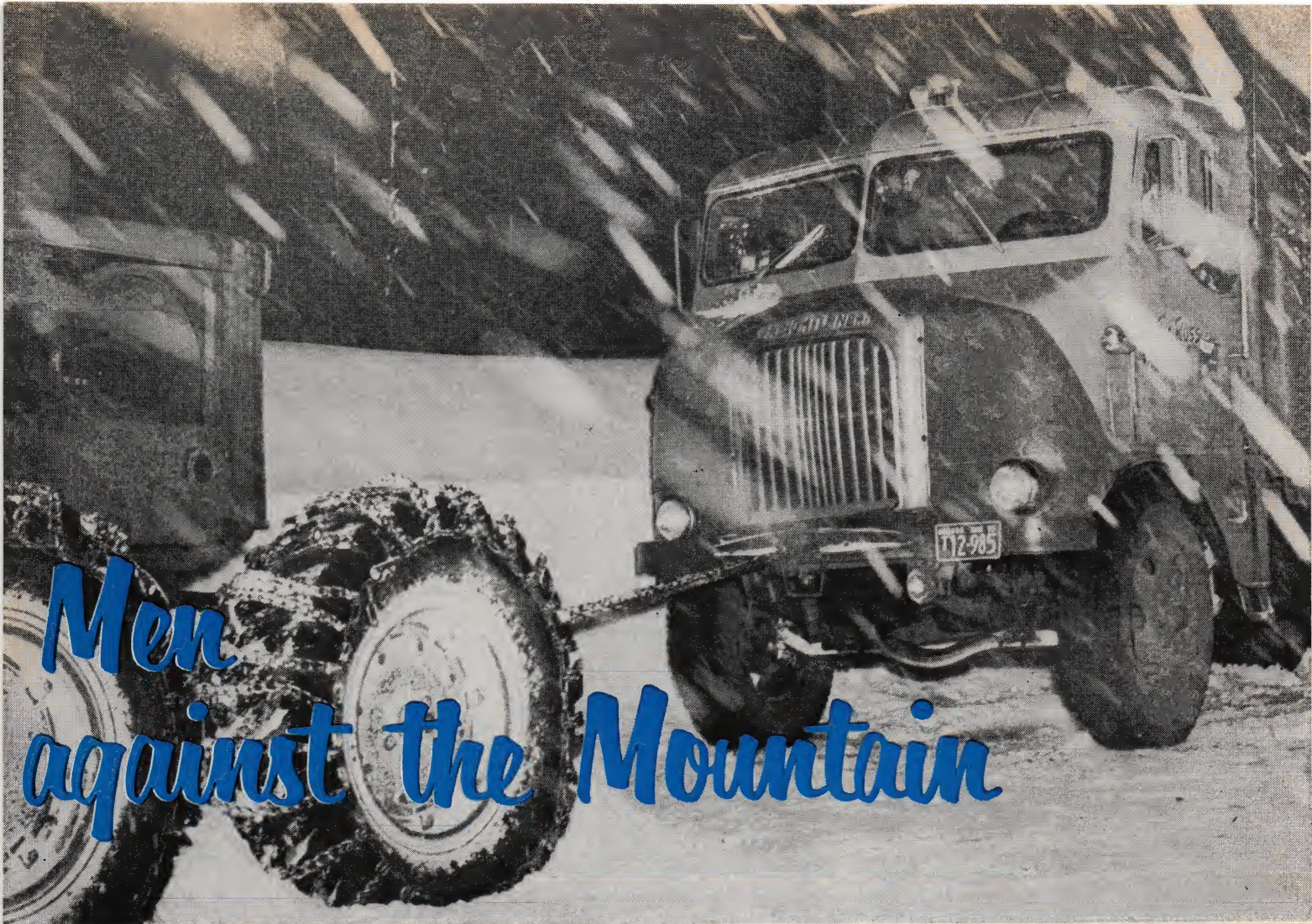
During the tough competition, he piloted his vehicle over a difficult truck-obstacle course scoring 256.6 points out of a possible 400. He was some 50 points ahead of his nearest competitor in the final heat.

Another Local 200 member, Donald L. Jenkins placed third in the straight delivery truck class.

The annual truck roadeo is sponsored by the American Trucking Association.



Floyd F. Brown



Men against the Mountain



EVERY night during the long winter months in the mountainous regions of the United States there is drama. Making up the stage are snow-choked mountain passes thousands of feet above sea-level. The players are Teamster line drivers. Production props include snow, sleet, black ice and the wild wind.

"Mountain driving this time of year separates the men from the boys," is a saying of the line men who keep countless cities, towns and hamlets throughout the nation supplied with everyday commodities despite bad weather driving.

Many of America's rural communities depend solely upon trucks and the men who man them for the conduct of normal business during long periods of frigid conditions.

That Teamster line drivers keep the country's giant network of highway transportation operating smoothly regardless of road or weather conditions, is generally known. What is not generally known is how it is done.

How it is done is the real story—the dramatic story of "men against the mountain."

What's a "high grounder" like? Well, he's an average American family man with a knack for floating gears into their proper places and a love for trucks. Chances are he's a chain hater, but never hesitates to throw on the "iron" when the going gets rough.

There's nothing like seeing a trip over one of the nation's dangerous winter passes first hand. So, let's ride as an imaginary passenger with a not so imaginary Teamster mountaineer who commands 30 to 40 tons of rushing steel with a turn of the wheel.

It's nearly midnight when our driver calls us to let us know that his truck and trailer is loaded and ready to roll. We are very impressed at the ease with which he handles the mammoth equipment as we move slowly through city streets and onto the open highway.

It is not long before the bright city lights behind us flicker and die. Roadside houses and buildings become less frequent and are soon replaced with a picture card winter wonderland of towering trees pressed closer to us by a dazzling blanket of new snow.

As we round a curve near the foot of Mount Hood, our driver calls our



snow. The cruel, driving wind turns its wrath on the highway, sweeping the roadbed bare, leaving only the glassy stare of black ice.

We roar into a sharp curve and a sickening skid shouts danger. We are scared, but we don't let on. There's no time for small talk or questions; our driver has his hands full keeping the swaying giant in a straight line. Once the 60-foot truck and trailer folds up in the middle and for an awful moment lurches crazily toward the rim of a deep snow-filled canyon. We close our eyes and hold on, but nothing happens.

We are more than a little astonished to note the apparent unconcern of our Teamster "high grounder." Calmly drawing on his pipe, he meets every hazardous situation with skill and confidence. He knows his truck and the mountain, and we're glad he does.

As suddenly as it came, the storm passes.

"What didya think of that," our driver asks with a twinkle in his eye reserved for the layman.

"Wouldn't have your job for a million dollars," we answer.

"Where are the snow plows?" we



ask as our truck pushes its way through high snow drifts, lifting its deep voice in protest.

"Who'd be out on a night like this but a truck driver," says our host.

When we want to know why he has to be out on such a night, he gets embarrassed and mumbles something about a small town on the other side of the mountain running out of medical and other supplies if he and a dozen other drivers didn't make the run.

Ten minutes and a hundred snow drifts later we pass a passenger car half buried in a 15-foot snow bank. Our driver pulls over as close to the bank as he can and stops his truck. After lighting a fusee, he walks over to the car and discovers it is empty.

"Can't take any chances about there

attention to a maze of yellow and red lights just ahead.

"That's a truck stop," he says, "we'll stop for a cup of battery acid and get the weather report." Before he pulls in behind a dozen or more trucks parked at the Truckers Inn, we learn that "battery acid" means coffee in over-the-road language.

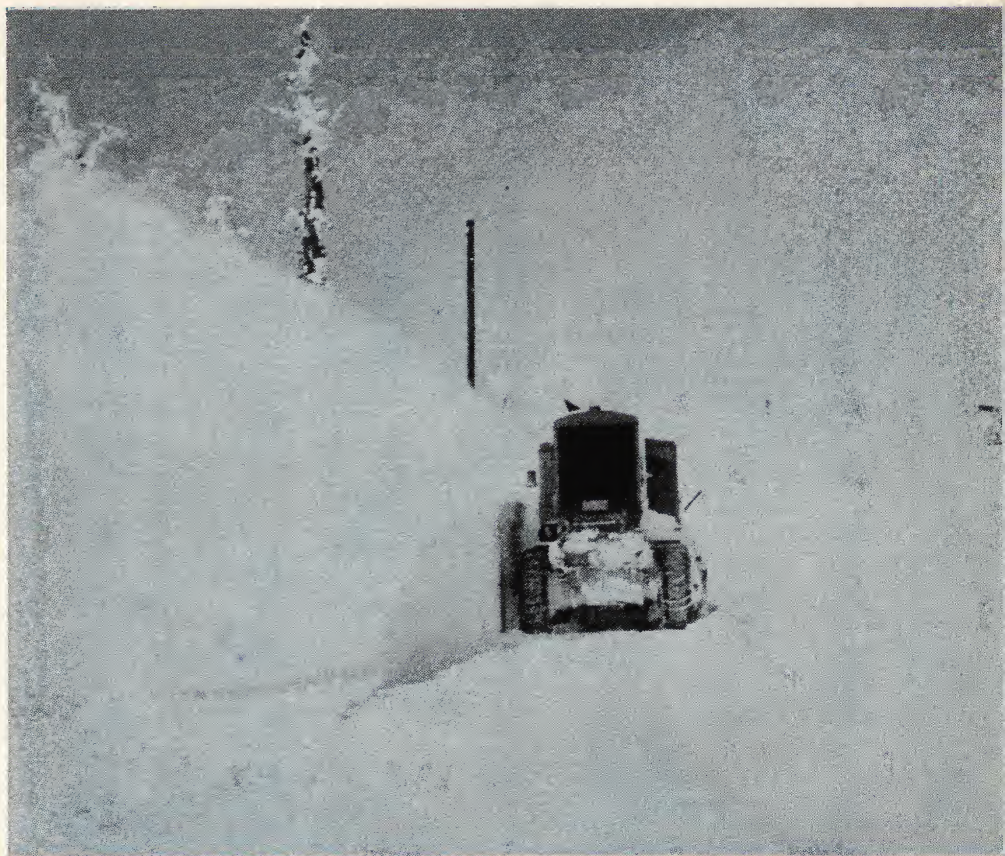
During the next 20 minutes we listen to the weather report from other drivers just down from the high pass. It ranges from "dry and dusty" to "Watch Salmon river, it's a bit slippery." Through the conversation, kept light intentionally, we note overtones of real concern. We gather there's a storm brewing.

A half hour later our big 200 horse power diesel engine is thundering through a narrow rock-cut, filling the night with a deep, rapid thump from its exhaust stack which spouts a bright orange flame.

"She's working well tonight," our driver opinions as the already steep grade forces him to a lower gear.

It is only minutes later when the storm strikes with all its fury.

Our winter wonderland suddenly turns into a monster of white swirling



Huge snow drifts often block the Nation's high mountain passes for days. Here a giant snow plow "digs out" after a storm.



being someone in there," he tells us as we continue our way up the mountain. "I remember one night last winter when a couple of drivers found a woman and four kids in one of those drifts. Hard to tell what would have happened to them if one of the boys hadn't seen their car's tail lights sticking out of the snow."

Just as we approach the summit, we see several blinking blue lights above us on a switch back.

"Here come the snow plows," announces the lineman, "the other side must be all right. The state highway crews work out of Warm Springs—that's down on the flats."

At the summit we make what our driver terms a "safety check." "It's a long way to the bottom and we gotta be sure our tires are up and that our brakes are not frozen," he tells us. "And while we're at it, we'll tighten up our chains."

Easing down the other side of the mountain, our Teamster driver becomes more talkative. Now that the storm is over, we fire a volley of questions at him dealing with his job and a number of other related subjects.

He tells us that he became a line driver because, "It's the nearest thing to being your own boss I know of. Once you get your bills of lading and know where you're going, the rest is pretty much up to you."

When we show an interest in his industry, he proudly says: "Haven't you heard? Everything you have comes all or part way by truck."

In a more serious moment, we discover that just recently one of his driving friends plunged to his death around the next curve.

"It didn't have to happen that way," we are told. "I guess he wanted it to. You see, a guy lost control of his



machine and got on the same side of the road with Bert. I hear there were kids in the car. Anyway, Bert took the shoulder hoping that it would hold him. It didn't. I think he would have done it anyway."

"Would you?" we ask.

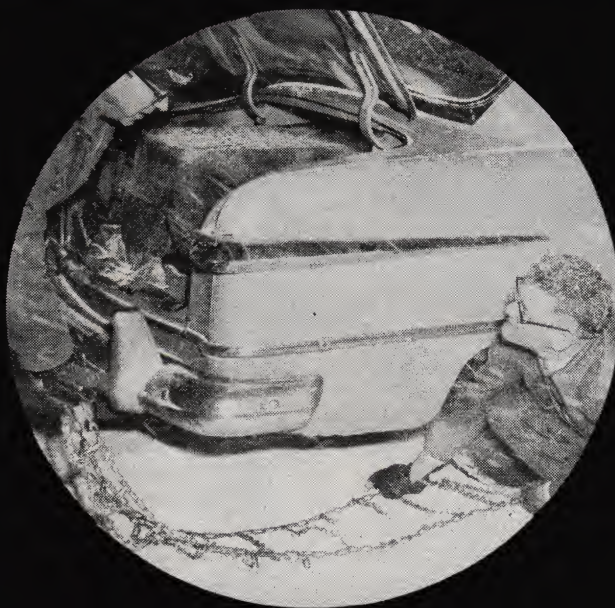
"Hell no, I'm no hero," he replies, but we don't believe him.

Near the end of our trip an on-coming truck blinks his lights once. We learn that this is a danger signal and find the next S-curve iced up. The truck's RPM clock goes up too high and our Teamster host checks our speed with ten pounds of air. It's tough getting through but we make it.

When we back into the trucking company's warehouse at the end of the line, the road boss asks our driver how the trip was.

"Just routine," he says, flashing us a broad grin.

Well, we've made our trip. Now we know why they say "Mountain driving this time of year separates the men from the boys." We know, too, that we've had an unforgettable lesson in driving skill—and we've developed new affection and respect for "The Men Against the Mountain."



TOP: A 60-foot truck and full trailer cautiously makes its way through S-curves piled high with frozen snow.

BOTTOM: Welcome sight to the snow-bound motorist is Teamster line driver, always a dependable helping hand.

1959

THE ECONOMIC OUTLOOK

(EDITOR'S NOTE: The following article was prepared by Abraham Weiss, Chief Economist for the International Brotherhood of Teamsters.)

SLOW and steady growth, but not a runaway boom, is the forecast for American business and industry in 1959. The 1957-58 recession has apparently spent its force, giving way to a gradual upturn in 1959.

As the economy moves forward again, mild gains are indicated in most lines of business, ushering in a period of rising output, higher profits and increased productivity, with only modest declines in unemployment, to a level of 3.5-3.7 million. Production levels will fall short of full capacity operations. Prices should hold relatively steady throughout the year, rising by only about one per cent. Capital spending (for new plant and equipment) will inch up slightly over present levels, in view of the build-up of the last few years.

By year-end, if business should continue its gains, new record highs in economic activity will be set, paving the way for a booming 1960.

Major positive forces in the 1959 recovery will be public and consumer spending. This will show up in inventory build-up; greater consumer expenditures as payrolls increase with rising employment and wage rates; and expanding Federal, State and local government outlays for goods and services.

Dark clouds in the business picture include uncertainties over the level of auto output and sales; business outlays for new plant and equipment, almost certainly not slated to reach pre-recession levels; unemployment higher than pre-recession levels; home construction which is likely to slip; and a declining farm income.

On balance, however, a further rise

in economic activity in 1959, as compared with 1958, seems inevitable in view of the scope of programmed government expenditures, construction activity, and continued personal consumption expenditures on non-durable goods and services.

A widely used measure of overall economic activity is the Gross National Product (GNP)—the dollar value of all goods produced and services rendered. For the year 1958 as a whole, GNP approximated \$437 billion as compared with \$440 billion in 1957. By the end of 1959, gross national product is expected to hit a record \$475-\$480 billion—\$34 billion above the pre-recession peak annual rate of \$446 billion in the third quarter of 1957, before the 1957-58 recession began.

The projected build-up of the major components of GNP to a \$480 billion rate is summarized in the accompanying table.

A more detailed analysis of the 1959 business outlook, for the major activities and groups of our economy, is given below.

INVESTMENT

A KEY FACTOR in the recent recession was the slowdown in business outlays for new plants and equipment, dropping from the record \$37 billion in 1957 to a \$30 billion rate in 1958. Business capital outlays have, however, levelled off in the 4th quarter of 1958. A moderate increase of about \$2 billion, to a total of \$32 billion, is anticipated for 1959.

The capital spending build-up is likely to be moderate and gradual throughout the year, as businessmen

cautiously evaluate consumer demand. Although industry generally enlarges capacity when business picks up, existing plant capacity is more than adequate in virtually all lines in relation to anticipated demand. And much of the capacity is new and efficient, because of pre-recession record outlays. It is, therefore, quite likely that business expenditures will be primarily for new and improved equipment, rather than for plant construction.

The guarded optimism of American businessmen also appears to indicate no sharp boost in capital outlays, supporting the view that 1959 will not be a boom year.

Despite these conservative factors, greater-than-expected sales volume and rising profits, plus the development of new products, may well lead to greater capital expenditures than presently anticipated—towards the end of the year.



Economic Outlook

CONSTRUCTION AND HOUSING

A RECORD year is in prospect for construction, both in physical and dollar volume. Over-all construction outlays for 1959 should exceed \$52 billion—a 7% rise over the 1958 dollar total of \$49 billion and a 3% rise in physical volume of construction. Gains will take place both in public and private construction.

Except for industrial plant building, the construction industry has hardly felt the impact of the recent recession. Construction activity in 1959 will continue to operate at even higher levels, as indicated by the accelerating pace of construction contracts, probably the best index of future activity in the industry.

The major part of the 1959 expansion in new construction will be public construction—highways, public housing, post offices, schools, hospitals and the like. Highway building is slated to rise to record levels. Total 1959 outlays for all roads, including the Interstate Highway System, are expected to top \$6 billion, compared with 1958's record \$5.4 billion.

Private construction will represent a gain of \$1.2 billion over 1958, a 4% rise. Industrial construction,

however, may well drop 15%, due primarily to a continuing decline in factory building.

The major question mark in the construction picture is housing. The availability of mortgage money and the level of interest rates are crucial factors in the housing outlook for 1959. The number of FHA and VA mortgage applications has already declined sharply because of rising interest rates under the impact of a tighter money policy by the Federal Reserve Board.

As a result, it appears that the present high level of housing starts may flatten out and even slip by the spring of 1959—unless new government aid is forthcoming.

The forecast is for 1.2 million new homes to be built, about the same as last year. The high level of home construction in 1958 was due primarily to Congressional action, which lowered down payments and eased the path for channeling more money into home building.

As business gains momentum, money may get even tighter and interest rates rise. In that case, even less money will flow into the mortgage market and FHA and VA-government insured mortgages will feel

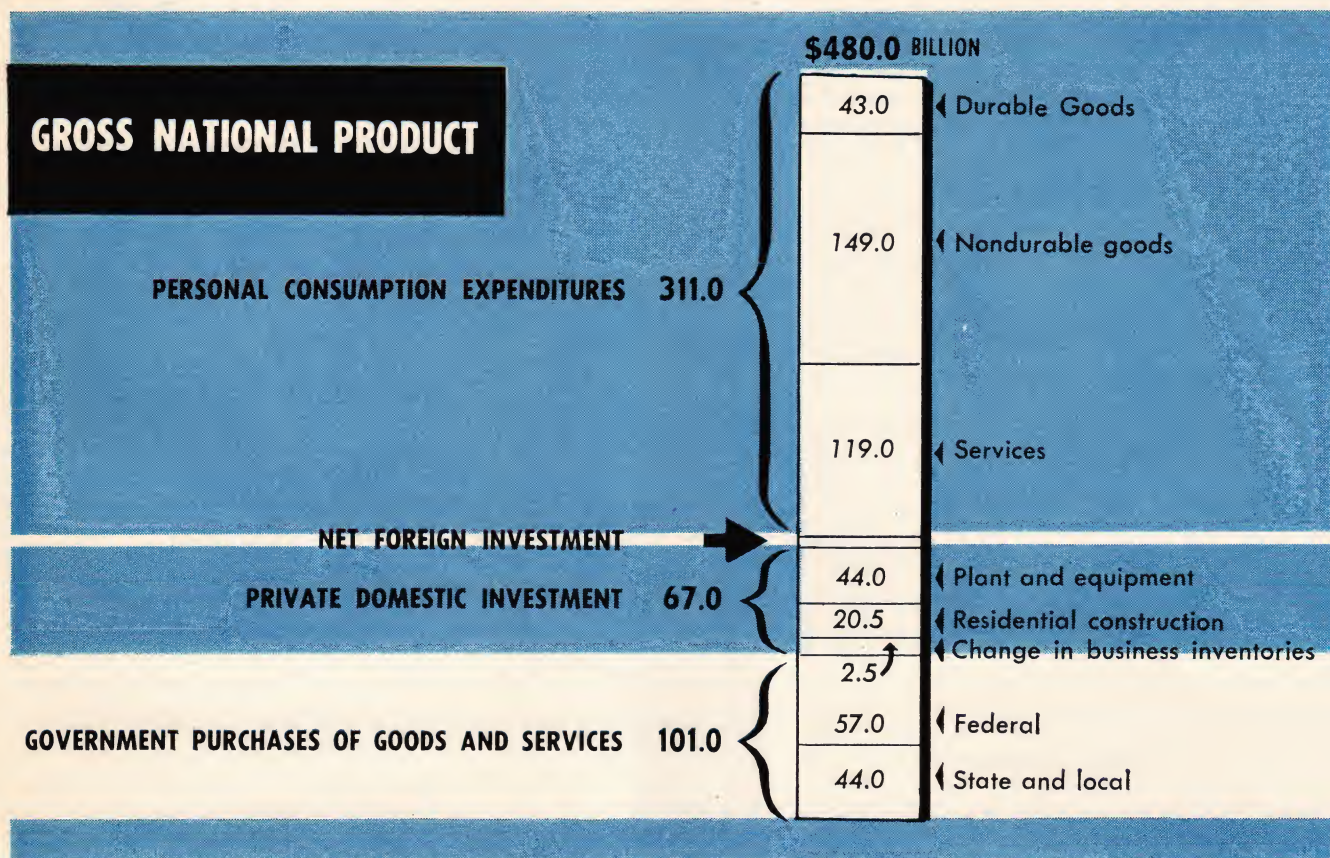
the pinch even more. Housing starts may, therefore, well show a greater decline.

Housing, then, is not likely to be one of the strengthening forces in 1959's economic picture, unless Congress takes steps to make available mortgage funds and trigger a new home building spurt as it did early in 1958.

GOVERNMENT EXPENDITURES

SUBSTANTIALLY higher federal, state and local government outlays for goods and services will contribute significantly to 1959's upward movement. Government spending at all levels in 1959 could rise some \$9 billion to \$101 billion. This spending rate—built into the economy—constitutes a relatively fixed buoyant aspect of 1959's economic outlook, just as government spending was a strong counter-recession influence, helping to speed the recovery.

Pressures for more federal spending can be anticipated for national defense needs, foreign aid, highways and other public works, and such welfare activities as social security, unemployment compensation and education. With the new Congress, it is quite likely that a larger budget will be voted, de-



spite pleas for economy in government.

State and local government spending will continue its upward course because of growing population pressures and incompleted long-term projects such as schools, roads, hospitals, streets, sewers, and other facilities. Some acceleration in the spending rate may even take place by the end of 1959 as more teachers are hired for the growing school population; as teachers' salaries are raised; and as additional construction becomes necessary.

INVENTORIES

THE 1957-58 recession was marked by an unusually sharp rate of inventory liquidation and accounted for much of the rapid decline in employment last winter. At the beginning of 1958, inventory liquidation was taking place at the annual rate of \$9-\$10 billion. As 1958 wore on, the rate of liquidation declined rapidly, accounting for a considerable part of the recovery's impetus.

The process of trimming stocks and supplies on hand is about ended. The nation's manufacturers, wholesalers and retailers appear to be well on the way to building up their inventory as sales and orders increase.

For 1959, investment in inventories is likely to show a gain of about \$3 billion as against a \$5½ to \$6 billion drop in 1958. This shift from cutback to accumulation of inventories would represent a net addition of about \$9 billion to national output. This shift will constitute a significant positive force for business recovery (almost one-fourth of the projected gain in gross national product) and a vital force to the economy as a whole.

CONSUMER SPENDING

PROSPECTS are for higher consumer incomes and increased consumer outlays for goods and services in 1959. People are more likely to be in a buying mood in 1959 than in 1958. Reasons are that the consumer's financial position has improved in the past year. Consumer debt has declined. Savings have increased, despite the recession. Incomes are high and rising. Disposable income (income after taxes) is now at pre-recession highs. Real income should rise if the price level remains relatively stable, as predicted. Consumer surveys show more families reporting their financial situation has improved.

On the assumption that spending

will increase somewhat faster than incomes, particularly in a period of rising employment, personal consumer expenditures may hit \$311 billion, as compared with the current spending rate of \$295 billion. This level of consumer spending will lend an extra lift to 1959's recovery.

A record year seems assured for retail trade. Consumer durables purchases are likely to increase more than proportionately, by about \$6 billion or even more, depending on auto sales. Major household durables like appliances and furniture should show better than average gains. Expenditures for nondurable goods and services, only slightly affected by the 1958 recession, should show a smooth, steady rise. Spending on nondurables will show a \$5 billion rise over 1958 and on services, a \$7 billion boost.

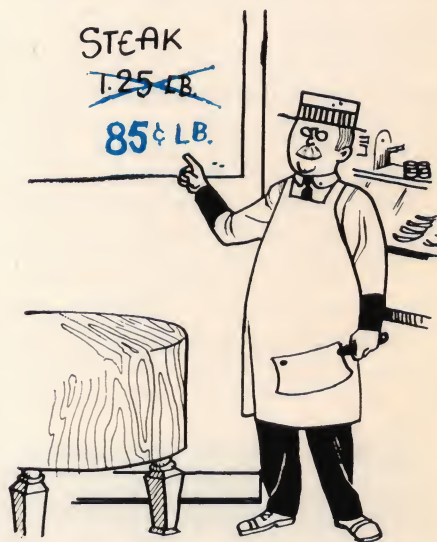
Much depends on the volume of auto sales. Auto production in 1958 dipped to a 10-year low. Demand appears to be building up as incomes rise. The growing competition of small foreign cars, and the public's reaction to the new models and their prices are the big question marks in determining whether auto sales will hit 5.5 million cars or more. This is markedly below the 1955 boom year figure of nearly 8 million cars.

The above projections on consumer buying in 1959 assume that the consumer pattern of spending will remain relatively unchanged; that consumers will spend 95 per cent or more of what they make; that consumers will buy even if, as in the past, they go into debt to do so. Most buying is done by families with children. As the World War II baby crop reaches college age during the next year or so, the real question is whether consumers will

think less of buying goods and more of setting aside funds for education. If this happens, there will probably be greater emphasis in the next few years on services, and less spending on durable goods and housing.

PRICES

GENERAL price stability—at least through mid-1959—is in prospect. Consumer prices should hold relatively steady, possibly showing a one-point rise in the Consumer Price Index. Wholesale prices are also expected to hold steady during the year, rising no more than 1 to 2 per cent.



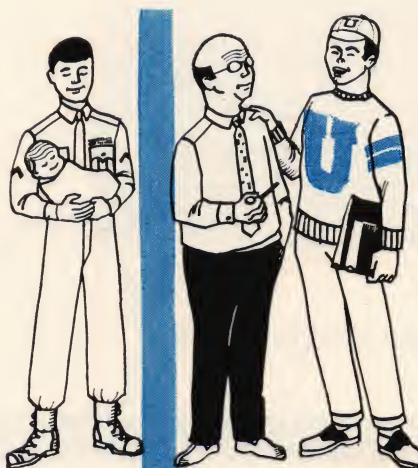
Lower food prices will probably be the most important factor in holding down retail prices. (Food comprises about 30 per cent of the total Consumer Price Index.) Lower food prices will be due to carryover stocks and expected heavy crops and meat supplies.

Declines in food prices, however, may not be sufficient to offset increases in manufactured goods, services, and other items in the C. P. I. As a result, the Index will probably start to move up slightly by mid-year.

PROFITS

PROFITS may well be the brightest spot in 1959's business picture. Profits (before taxes) may hit a \$50-billion-a-year rate, well above the previous high of \$45.5 billion in 1956 and substantially above the \$36 billion estimate for 1958.

Net profits will be higher, due to increased sales; tighter control of costs started during the recession; increased efficiency as a result of new equipment installed during the 1957 capital



Economic Outlook

spending boom; and, as the recession ends, higher prices.

WAGES

AS PRODUCTION hits new record levels and profits boom, the setting is favorable for substantial wage increases in the major negotiations during the year. Productivity during 1959 will be high and rising and promises to increase at a faster rate than the whole economy. The success of major unions, especially the Teamsters, in gaining increases despite the recession last year, will undoubtedly act as a spur during more prosperous 1959.

Key negotiations that may act as pattern-setters include those in the steel, rubber, railroad, telephone and construction industries.

Wages will rise in 1959, more than in 1958, but somewhat less than the best post-war year. Average wage gains of 10 to 12 cents an hour, plus 3 to 4 cents in fringes, appear likely as 1959's bargaining pattern, as compared with 1958's 8 to 9 cents an hour.

Millions of workers covered by long term contracts are assured of automatic increases in 1959. These deferred wage boosts average 8 cents an hour. In nonmanufacturing industries these automatic raises will average 10½ cents an hour; in manufacturing, 7 cents an hour. The industries in which workers are scheduled to receive deferred increases of more than 10 cents an hour are construction and trucking.

EMPLOYMENT—UNEMPLOYMENT

EMPLOYMENT will rise moderately—from 64 million to 65.5 million. But output will rise faster than employment, due to increasing productivity. As a result, unemployment will persist at relatively high levels and continue to be a problem during most of the year.

Four million workers (six out of every 100) were jobless at the start of 1959, close to post-war unemployment peaks. Adding to the out-of-work pressures will be approximately 750,000 new workers entering the labor force in 1959. The economy forecast for 1959 is not geared to absorb these new workers, those presently unemployed, and increased productivity.

The year 1959 is, therefore, likely to see new highs in production and output—all the earmarks of economic recovery—but a large pool of unemployed workers. For these workers,

"full employment" is still around the corner.

The reasons are fairly clear. Plant and equipment expenditures by business in 1955-57 are paying off in greater productivity—more output per manhour and lower manpower requirements. Manhour productivity is increasing at a 6 per cent rate—twice the post-war average of 3 per cent a year. Fewer workers are needed to turn out the same amount or even more goods. The result is "productivity unemployment" even when output is increasing. For example, it is reported that General Motors plans on 25 per cent more cars but only 5 per cent more hourly workers for the first three months of 1959.

Another factor is that during the recession, employers learned to be more efficient and reduced costs.

Unemployment, therefore, is likely to remain above the pre-recession

level, though down from the recession high of 5.4 million. Unemployment will average slightly under 4 million by mid-1959 and 3.5 million at year's end. In the profitable prosperity year of 1959, over 5 per cent of the labor force will be jobless.

TRUCKING

THE RECOVERY in business will bring more traffic to all carriers with resumption of a high level of activity in business generally, the intercity trucking industry is poised for the busiest year in its history during 1959.

Tonnage hauled by the trucking industry edged upward in the fourth quarter of 1958. This upturn is expected to continue into 1959.

The trucking industry outlook is all the more promising since 1958 ton-miles are expected to equal 1957's total despite the recession during early 1958 and the 11 western state work stoppage later in the year.

Toledo Teamsters Win Safety Award

A report from the offices of Lawrence Steinberg, president of the Toledo, Ohio Joint Council of Teamsters, has announced that 55 circulation drivers of the Toledo Blade and Toledo Times have won a national safety award in the annual National Fleet Safety Contest. They finished second in the private-carrier division. The event is sponsored and conducted by the National Safety Council.

Competing with over 2,000 other carriers, the Ohio Teamsters who are

members of Local 20, logged more than 550,000 miles with only four accidents. Their accident rate averaged somewhat less than .72 per 100,000 miles of driving.

Winners of this year's contest were honored guests in Chicago recently as a part of the National Safety Council's annual convention.

Last year Blade-Times Teamster drivers finished first in the annual safety contest for papers with circulation of more than 100,000.



Shown above are 31 of 55 circulation drivers for the Toledo Blade and Toledo Times who recently won a national safety award. They finished second in the private-carrier division of the 27th National Fleet Safety Contest conducted by the National Safety Council. All of the drivers are members of Ohio's Local 20.

Benefits Up; Taxes, Too

New Social Security Schedule

THIS month marks a change in Social Security. Beginning this month your employer will deduct an extra one quarter of one per cent from your wages.

This new deduction is part of the revision of the Social Security law made by the last session of Congress and made effective in 1959.

The new deduction is being matched by an equal contribution by your employer who is paying an increased Social Security tax. This addition to the sum paid in to the national Social Security program means higher benefits to those on the rolls; the increases are effective in February.

If as a wage earner you make \$80 a week, this extra nick in your pay totes up to 20 cents. If you make more than \$80, the deduction is a little more.

Under the law before it was changed last year by Congress, wage earners paid Social Security tax on the first \$4200 per annum they earned. Under the new law, as revised, they pay on the first \$4800.

This additional deduction is one of several changes made by Congress. What do all of these changes made in the law add up to? In brief, here is the answer:

Approximately 12 million persons now receiving Social Security benefits will receive a 7 per cent boost in the monthly benefit checks they are now getting from the Government.

Those not now on the Social Security rolls will get about 7 per cent more in benefits when their checks start than they would have received under the provisions of the old law.

The way this works out mathematically means that the monthly individual benefit for a retired worker will be \$127 instead of the \$108.50 as was formerly the case. A retired worker and his wife will get a maximum of \$190.50 instead of the \$162.80, the former top level. These figures are based on earnings of \$400 a month or more; if you earn less, the retirement benefit is less, but increases have been made all along the line.

A hefty boost was made in the maximum survivors' benefits. Under the new law, a surviving widow with

THE NEW 1958 SOCIAL SECURITY LAW

WHAT DOES IT MEAN TO YOU ?

*You'll get more!
You'll pay more!*



FEDERAL OLD-AGE, SURVIVORS,
AND DISABILITY INSURANCE.

- ▶ Payments will be increased in February 1959.
- ▶ People now getting benefits don't need to take any action.
- ▶ Payroll deductions go up to 2½% January 1, 1959.
- ▶ Some people can get payments for the first time. But they must apply.

Those immediately eligible include

- dependents of disability beneficiaries.
- and many more
- dependent parents
- disabled workers
- disabled children 18 or over

FOR MORE INFORMATION ASK YOUR SOCIAL
SECURITY OFFICE FOR A COPY OF LEAFLET NUMBER 1 on the 1958 Amendments.

two or more children will receive \$254 instead of \$200.

A new provision is made whereby benefits are paid to dependents of disabled workers. These dependents will get the same benefit payments as they would have received if the head of the family had retired for age instead of for disability.

Another new provision greatly aids the disabled. Under the new law they may receive their full disability payments to which they may be entitled under Social Security even if they are also receiving state workmen's compensation benefits. Formerly, this was not possible. Under the old law

if a man were disabled and receiving state workmen's compensation benefits, his Social Security was reduced by that amount. Now he gets both with no deduction in Social Security.

Another change affects the ceiling on outside earnings. Under the old law a person on Social Security getting \$1200 a year would lose his Social Security check for the months during which he was paid \$80 or more. Under the new law the limit is \$100, a new \$20 margin.

The new law liberalizes the Federal aid program in the area of public assistance making more general funds available on a matching basis for increased aid to the needy aged, the blind, dependent children and their caretakers and the totally disabled.

The new law also improved the maternal and child welfare provisions with an additional \$5 million authorized for each of three programs providing for aid for mothers, babies and crippled children.

These are the principal benefits under the 1958 law. But organized labor generally is working toward even greater liberalization. A new and broader benefits program is being pushed in the new session, but until new revisions are made, the benefits set forth in the 1958 law will be in force.

Israel Aids ITF Protest

Israeli port workers joined maritime workers in most parts of the free world in a four-day international protest of ships flying "flags of convenience."

At the instructions of the executive board of the Histadrut, two ships were protested against while in the Port of Haifa between December 1st and 4th, the world-wide protest period.

Pitts Named To New Post

Thomas L. Pitts, president of the California State Federation of Labor and a former Teamster leader, has been appointed to the California State Board of Education by Governor Goodwin J. Knight.

Pitts, long active in Teamster affairs, was secretary of Local 848 and served as president of Joint Council 43.

He became a vice-president of the State Federation in 1941 and became its president in 1950.

Pitts was born in DeSoto, Missouri, December 30, 1914. He came to California in 1925. He and his wife and one daughter presently reside in Alhambra, California.

Baltimore Teamos Bring Yule Cheer

Again this year Teamster locals in Baltimore, Md. passed up the holding of a big Christmas party and spent the weekend before "Santa's" visit delivering food to needy families who otherwise might have had a very bleak Yuletide.

Following the distribution of food, Jacob Richmond of Local 355, who tops the scales at 230 pounds, donned his annual Santa suit and with bulging sacks of toys and other gifts made the rounds on Christmas Eve.

All of the toys contributed to the project are wrapped and refinished, if necessary, by Teamster members. Teamster wives shared in the joy-making by turning out beautiful dolls and doll clothes.

Ind. 'Work' Law Doomed

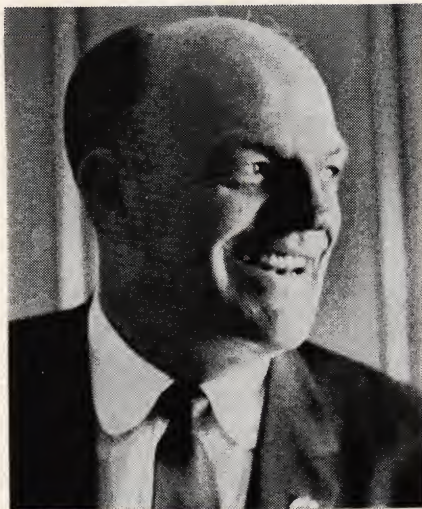
Labor in Indiana feels sure that the state's 1959 legislature will repeal Indiana's "right-to-work" law.

The union-busting measure is scheduled for a quick death, say labor spokesmen, as a result of November elections returns which show that out of 46 candidates seeking re-election to the state legislature who voted for the "work" law, 32 were defeated.

At the House level, Democrats control by 79 to 21. The repeal of the measure is expected to pass there without much trouble.

Although the new state senate presents 16 holdovers who voted for the law, those who voted against it in the senate and state representatives who won election to the upper-house plus nine new Democratic senators, indicate a repeal will pass at this level by 28 to 22.

ITF Thanks Teamsters for 'Protest' Support



Joseph Curran



Paul Hall

General President Hoffa, the General Executive Board and Teamster members across the nation were warmly thanked this month by officials of the International Transport-workers Federation for their support of ITF's world-wide protest against merchant ships flying "flags of convenience."

A telegram over the signatures of Joseph Curran, head of the National Maritime Union; and Paul Hall, president of the Seafarers International Union, read:

"Protest demonstrations against

runaway ships successful due to united action of unions in all ports.

"Support of the Teamsters' Union contributed greatly to this success on behalf of seagoing unions. Please extend our deepest appreciation to all your officials and members who helped make this protest an effective blow against a serious threat to American jobs and security."

Curran and Hall are co-chairmen of the American ITF Committee. Cal Tanner and Shannon Wall head ITF's Coordinating Committee.

Local 757 Honors Officer



Local 757 in New York City highlighted its November activities with a testimonial dinner for the union's vice president, Peter Clark. From left are Mrs. M. Affrunti, Mike Affrunti, chairman; Clark, Mrs. Clark and Joseph P. Heffernan, president of the New York Teamster organization. Dinner was held at Flushing, N. Y.

THE year 1958 was one of the most eventful and in some ways one of the most turbulent in the long history of the International Brotherhood of Teamsters. The organization began its first full year as an independent union. New leadership came to the helm. The union was plagued with many legal problems, some of which many could say with candor almost bordered on the edge of persecution. But despite the many problems of the year the Teamster movement had advanced so that by the close of the 12-month period, the organization was stronger and more advanced on all fronts than ever before.

FIRST QUARTER

The story of the Teamsters in 1958 is told in terms of its own publication, *THE INTERNATIONAL TEAMSTER*. The publication related both the ups and downs of the year, spelling out for the membership the shaping of events controlling the destinies of the Teamsters' Union.

During the first quarter, the Team-

TEAMSTER REVIEW

sters marked a transition period from an affiliate of the American Federation of Labor and Congress of Industrial Organizations to the status of an independent union. The outcome of the AFL-CIO convention in Atlantic City, N. J., in December 1957 whereby action was taken making the IBT independent was described in detail. Of principal interest were the presentations made on behalf of the Teamsters by General Secretary-Treasurer John F. English and Vice President Einar O. Mohn.

Both International Union officers spelled out the Teamster policy of firmness and resolution in pressing forward on behalf of the membership. English said, "The Teamsters' Union will get along, come what may, and we will never forget our friends as Teamsters have never forgotten their friends. . . . We are asking for nothing but a square deal."

"We're going to continue doing business normally," Mohn said. "We have no chips on our shoulders, but we are not going to play dead just because somebody doesn't like us."



The magazine reported the heartening support given the Teamsters in the showdown action, but this support was not sufficient to keep the convention from taking action whereby the Teamsters became immediately independent.

The outstanding event in the first quarter took place on January 23 when James R. Hoffa took office officially as the general president. He called the first meeting of the new General Executive Board which met in mid-February to chart the course of the IBT.

The first action of General President Hoffa was the issuance of his policy declaration through the pages of the magazine in which he said:

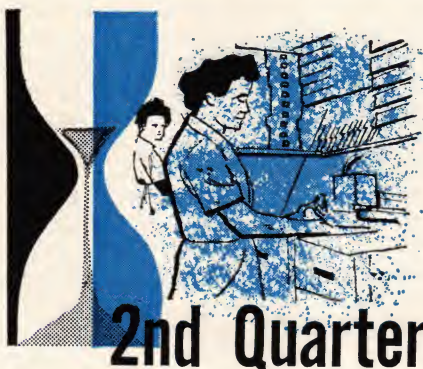
"I take pride in the fact that I have always known and understood the problems of our members because I have never separated myself from our membership. I have never forgotten that I was a rank and file member myself and I guarantee you I never will. The fact that you honored me with the highest office of our Union only intensifies my interest in serving you."

He stressed two points in his policy statement: He said that the newly court-appointed monitors would not interfere with the aims and aspirations of the union and that the resolutions and constitution as adopted at the Miami Teamster convention were and would be in full force and effect.

Official action taken included appointment by Mr. Hoffa of Vice President Harold J. Gibbons as his executive assistant and the naming of three conference chairmen: Thomas E. Flynn, Eastern; Murray W. Miller, Southern, and Einar O. Mohn, Western.

At the first Board meeting plans were made for a uniform Montgomery Ward contract, an effort which was to be followed later in the year by a big organizing drive against a giant of the mail order houses, Sears, Roebuck & Company.

A significant policy resolution passed at the February Board meeting concerned mounting unemployment which was causing great concern to Teamster local unions. The resolution called for an accelerated defense program, relaxation of monetary and credit restrictions, extension of unemployment compensation, liberalization of the Fair Labor Standards Act (wage-hour) raising the minimum



wage and the convening by the Federal Government of a national conference on full employment.

SECOND QUARTER

The next three-month period was one of progress along several sectors in organizing. The resolution with which Teamsters pressed forward confirmed the promise made by the general president when he took office early in the year.

Early in the quarter Teamsters raised serious questions about the public handling of the recession problem, one which was throwing an increasing number of American working people out of jobs. The first of an important three-part series of legal articles on congressional investigations by a New York Supreme Court justice and a colleague began in April. In this month also Teamsters recalled the return of repeal which had taken place just 25 years earlier.

In May the problem of the recession remained a serious one to which Teamster directed attention. The front cover had newspaper headlines on the deepening recession with a strong statement from the general president who said, "Justice and common good demand long-range, permanent safeguards against the impact of recession or depression. Congressional action is long overdue."

President Hoffa in June announced action on Teamster trusteeships, reporting that 63 local unions had been restored to autonomy out of a total of 104 which had been under supervision six months earlier. He also observed that the remaining trusteeship locals represented only 3.4 per cent of the total IBT membership.

The role of Teamsters in Canada was a matter of discussion in the May issue of THE INTERNATIONAL TEAMSTER with a report that the CLC—

Canadian Labour Congress — would not split on the Teamster issue.

How Teamsters were advancing, not only in their own aims, but also in helping others was set forth in the June issue of the official magazine. The General President's Message, a monthly feature, gave facts and figures indicating progress. He said that in the quarter the IBT had reached an all-time high in membership of 1,552,001. He also noted that the Teamsters had worked with the Retail Clerks in ironing out differences and in developing the Montgomery Ward agreement.

A highlight of Teamster progress also reported was the 11-state master agreement in West Coast trucking. The agreement marked the climax of economic action by Teamsters bringing new benefits and new security to drivers in the 11 Western States.

Reported also in this quarter was the new Teamsters National Safeway Council. This council was inaugurating plans on a coordinated basis which the IBT hoped would lead to a company-wide uniform agreement with Safeway Stores.



THIRD QUARTER

The third quarter was an active one for the Teamsters. In July the membership learned through the magazine that Teamster wages topped others among the major mass-membership unions—steel, autos and electrical workers. The chart published, based on material in the conservative *Nation's Business* magazine, covered the 1955-60 period.

Teamster progress in the West was highlighted by activities at the annual session of the Western Conference of Teamsters. Strong unity efforts were manifested and an enthusiastic wel-

Teamster Review

come was given President Hoffa when he attended.

Legislation which appeared to be a real threat was the subject of a long and persuasive letter from the International Teamsters Union to Senator Carl T. Curtis (Rep., Nebr.). Curtis had been attempting to amend Section 8(b)(4) of Taft-Hartley which would further repress efforts of organized labor. The letter was largely directed at the right to strike and right to refuse to handle struck goods. The letter discussing the historical background and support of the right to strike and the right to refuse to handle "hot" goods concluded with a strong statement protesting punitive legislation. Said the letter in conclusion:

"... the existence of a continuing need for limited legislation prohibiting jurisdictional strikes and extortion, which is already on the books, affords no justification for enacting punitive legislation of the character embodied in your bill. If organized labor is to successfully continue its efforts to improve the lot of workingmen, it is imperative that amendments expressly protecting traditional union activities such as peaceful picketing and the negotiation of unfair goods contracts be enacted. Legislation of the type you have offered can serve only to destroy the American labor movement."

One of the outstanding events in the third quarter was one which set the procedural wheels in motion with the potentialities of profound impact on the future of the entire transportation industry in America. This event was

the formal establishment of the Conference of Transportation Unity. The organization was formally established in July with the signing of a pact for "continuous and permanent" organization in the transport field by General President Hoffa for the Teamsters, President Joseph Curran of the National Maritime Union and President William V. Bradley of the International Longshoremen's Association. The basic philosophy of the Conference was spelled out by Mr. Hoffa, a signatory, who said that "America has long struggled with the problem of a constructive national transportation policy. Land, sea and air transportation management, and the unions involved, have existed on a dog-eat-dog basis for too many years. It is our belief that a conference of union leaders intimately involved in those problems will go a long way toward eliminating friction, disruption of service, destructive competitive unionism and 'whipsaw'."

A Teamster delegation attended the International Transportworkers' Federation in the Netherlands in July and pledged IBT help and cooperation. Another event of importance in this quarter was the formation of the National Sears, Roebuck Council to coordinate the Sears organizing drive.

In the final month of the quarter the general president announced the establishment by the General Executive Board of an Anti-Racketeering Commission composed of former U. S. Senator George Bender, Judge Ira Jayne and Attorney F. Joseph O'Donohue. In the September TEAMSTER

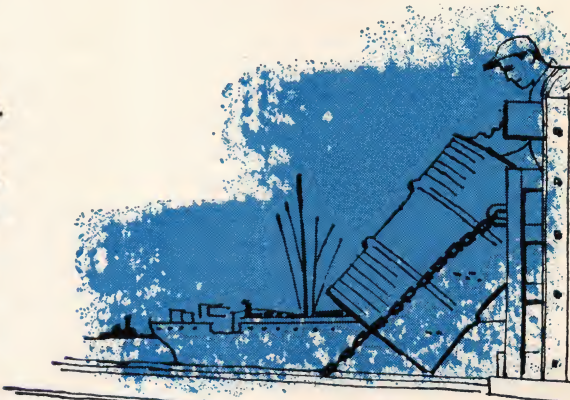
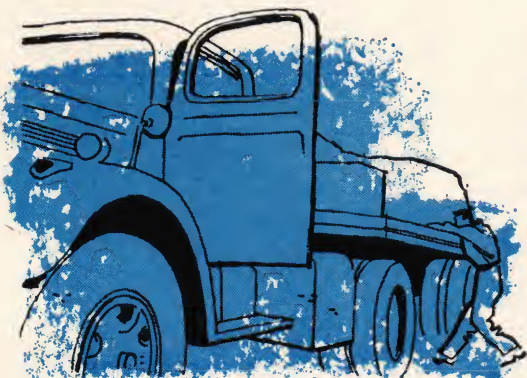
a strong letter supporting the Teamster leadership was published. The letter addressed to Robert Kennedy, Senate Select Committee counsel, was from Peter J. Hoban, president of L. U. 753, Chicago, and campaign manager and nominator of Thomas J. Haggerty in his race against Mr. Hoffa for the Teamster presidency. The letter, written in uncompromising Teamster language, pointed up the unity of the IBT under the pressure of outside forces.

The Southern Conference of Teamsters' annual session added further to the constant move forward of the Teamster movement.



FOURTH QUARTER

In the final quarter of the year Teamsters continued to press forward in organizing while at the same time they were compelled to defend themselves in the courts and before the Senate Select Committee. In October



the G.E.B. announced that it had voted unanimously to hold a convention in 1959. The October issue contained much material of vital interest to a full and fair understanding of the Teamster position. Secretary English set forth an open letter to the chairman of the monitors on finances. President Hoffa told the committee that "... we have done more, and the record will speak for itself, to clean out corruption in this union in the short period of time I have been in office than the officers prior to my time in the entire history of this International Union."

Vice President Gibbons spoke out, following an appearance before the Senate Committee and challenged any member of the committee to repeat charges against him in a public forum unprotected by congressional immunity. This challenge to the committee which had made reckless charges in a summary statement has never been accepted.

A standing vote of confidence in Teamster leadership was given by a national meeting of joint council officers in Washington. Further confidence was voted by the Central Conference of Teamsters in its annual meeting. THE INTERNATIONAL TEAMSTER emphasized the importance of the forthcoming November elections in six states where right-to-work issues were on the ballot. The magazine called for defeat of the RTW proposals. In November President Hoffa announced that the IBT had won top minimum wage rating with an hourly minimum wage which prevailed from coast to coast. National uniformity was the next goal set by the Teamsters.

The March 16-18 dates were set for the IBT convention in Chicago. The Eastern Conference met and followed along the action set by other conferences in upholding the plans, policies and programs of the national union leadership.

A new pension program in Connecticut, Massachusetts and Rhode Island covering 15,000 Teamsters was announced. The potentials of organization in the vending industry were spelled out in words, charts and pictures in the November magazine.

In the final issue of the year the magazine indicated that the Sears organizing program was to get underway with January 5, 1959, as the

formal "kick-off" date. A significant new legal victory was won in the courts when the D. C. Court of Appeals reversed the Curtis Brothers decision which had gone against the IBT in the lower court. Teamster Lawyer Herbert S. Thatcher said that the case represented a great victory for all of labor. Thatcher said, "Not only are the threats of labor's continued ability to extend organization into unorganized areas removed, but also removed is the threat to the continued use of labor's traditional weapon of peaceful picketing in a labor dispute. As a result of the court's decision in Curtis, it is now possible for a labor organization which represents a minority

or for that matter, none of the employees of a particular employer to peacefully picket that employer in an effort to obtain recognition and a collective bargaining contract."

Another decision which was given emphasis in the December issue was that of a district court which held the Teamster monitors' power only advisory. Later in the month, however, another decision held otherwise.

Thus the year ended—a year of trial and triumph, progress and headaches, but the year was also one in which Teamster unity was solidified on all fronts—solidified with a resolution to make 1959 a year of great progress on all fronts.

IBT OFFERS \$5,000 REWARD FOR STRIKER'S KILLERS

The International's General Executive Board has unanimously voted to post a liberal reward for information leading to the conviction of anyone who conspired to instigate the brutal murder of a Teamster picket captain who was shot and killed in Northern Florida.

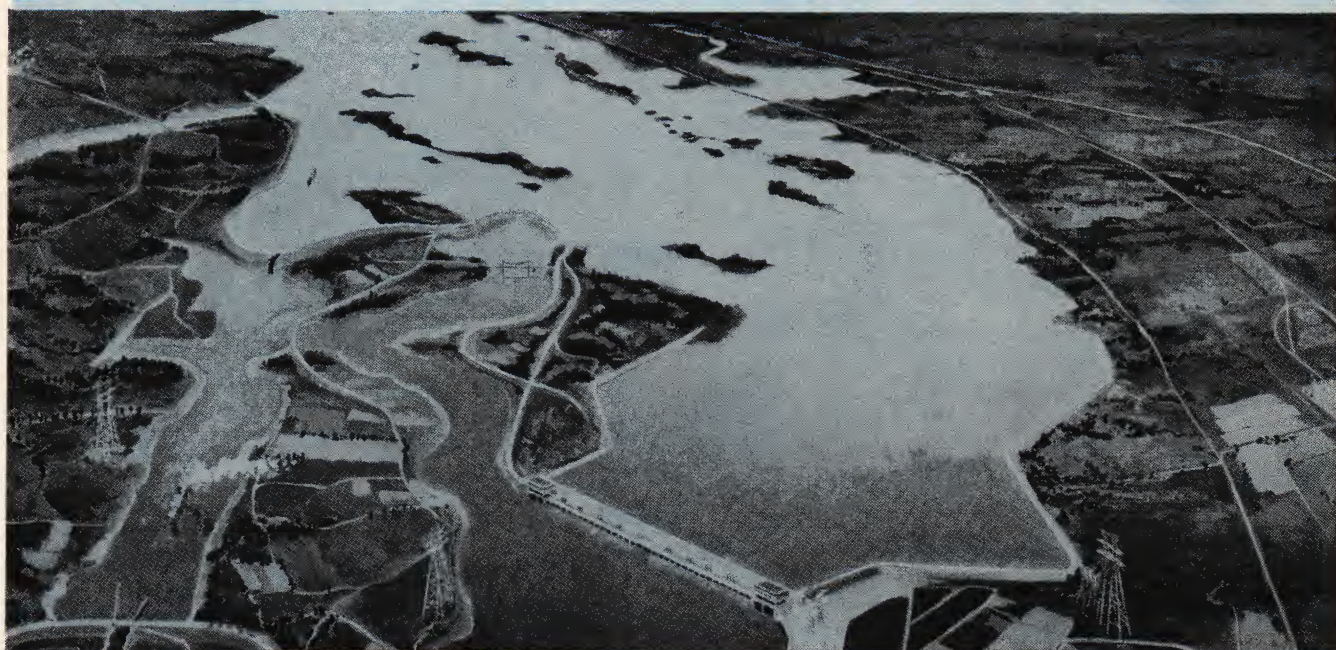
The Board also voted to give \$5000 to the deceased Teamster's family.

Both actions were taken by the Teamster policy making body during its recent Miami sessions.



The Seaway:

A NEW FRONTIER FOR COMMERCE



SHIPPERs, navigation officials and the governments of the U. S. and Canada are looking toward April, 1959, when the new "highway to the sea" is opened with the completion of the 27-foot deep channel as the final step in the completion of the billion-dollar St. Lawrence Seaway project.

When President Dwight D. Eisenhower, representing the United States and Her Majesty, Queen Elizabeth, representing the British Commonwealth, formally dedicate the Seaway this spring, the event will mark the end of one of the most exciting construction and engineering sagas of our time.

Harnessing the rapids of the St. Lawrence and taking engineering advantage of the navigation route from the Great Lakes to the Atlantic Ocean have been dreams of en-

gineers and technicians and planners for centuries. Last September the first stage of the navigation phase was begun with navigation in the 140-foot channel. This followed the formal release of water to fill the gigantic locks which impounded the lake waters of the seaway area.

Although the new 27-foot channel is yet to be opened, the St. Lawrence Seaway has been an active waterway. During the period July 4 when the Seaway first opened with the 14-foot channel, until mid-December 5,289 ships made the transit of the American portion of the Seaway. These included 4,696 commercial cargo vessels flying the flags of the U. S., Canada and 12 other nations.

First U. S. ship to transit the new Seaway (14-foot channel) was the Coast Guard Cutter "Maple" and

the first commercial cargo ship to make the transit was the Canadian cargo vessel "Humberdoc." The first six months were described as "gratifying" by the navigation officials in charge of the Seaway.

The St. Lawrence project is a dual one: the Seaway will bring overseas ports nearer the Mid-West of the U. S. and the industrial heart of Canada; the Power Project will provide new electrical energy for Upper New York State and for Ontario. This dual project will have a profound impact on the economic development of the United States and Canada. And perhaps no phase will be more affected than will transportation.

Trucking transportation will experience great changes and developments within the next few years as the result of the Seaway program.

Trucking transportation was a key factor in the long four-year construction program of the billion dollar miracle on the St. Lawrence. Members of L. U. 687, International Brotherhood of Teamsters, worked on both sides of the river—in Canada and in New York State.

The contributions of truck transport are not limited to the basic steps of construction, but will be important in the economic growth and development of the entire St. Lawrence Valley.

The most immediate concern of Teamsters now is this: what impact will the St. Lawrence development have on truck transportation in the near future and in the next decade as the Seaway navigation becomes more and more extensive.

In the first place, the entire Valley area will be the scene of vast industrial growth. During the first three and a half years of construction, for example, more than 370 new industries were established in Ontario alone. This does not count the many which were located in Upper New York State.

Four public agencies were responsible for the big St. Lawrence project and four will keep it active, serving the two nations and the world:

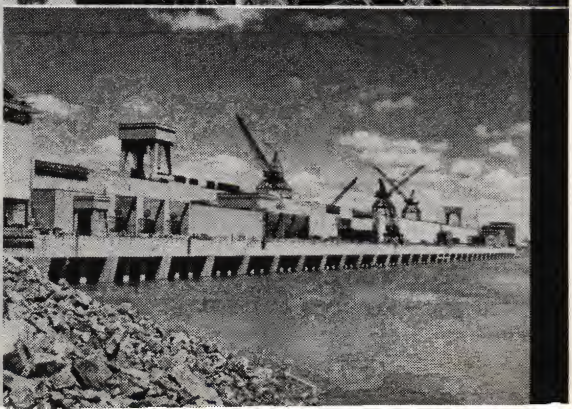
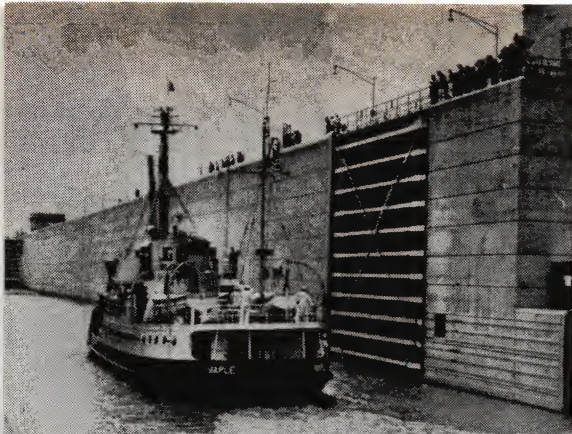
CONSTRUCTION AND NAVIGATION: St. Lawrence Seaway Development Corporation (U. S.) and the Canadian Seaway Development Corporation.

POWER: New York State Power Authority (U. S.) and the Ontario Hydro-Electric Power Commission of Ontario (Canada).

As new industries become established in the St. Lawrence area, they will need the services of trucking to bring in raw materials and to haul to portside the finished materials for shipment eastward and westward from the St. Lawrence shipping points. The more industry grows in

Canada is on the right and U. S. A. on the left in this artist's view (opposite page) of the St. Lawrence Seaway project. Barnhart Island is in the center, Long Sault Dam to the right of the Island and Eisenhower Lock is directly across from the dam. Strip down the right of this page shows blasting of 600-ft. cofferdam to open Seaway and some of the men and machines at work on Eisenhower Lock.





the great Valley area, the more trucking needs will increase.

Truck transport will be needed in continuing phases of construction work in the booming area of New York State and the Province of Ontario. And after construction is completed the needs, as heretofore indicated, will continue.

But truck transport needs will have more than local application for service to individual factories which will be established in the Valley. The whole pattern of transportation in the St. Lawrence Basin is being changed.

For example, the Seaway is making it necessary for lake ports on both sides of the Great Lakes to expand in order to service the expected growth of ocean shipping. Already plans are moving well along in constructing new facilities. This phase of construction will offer opportunities for work by Teamsters in the building phase and when the construction is completed, new service roads leading to the ports will require the services of an increased number of motor transport vehicles.

On the United States side there will be a "boomlet" of noticeable proportions in port construction. Chicago has already increased its capacity and also is in the process of yet new spectacular development. Planners envision a great "Illiana Harbor" which would serve the Illinois and Indiana harbor sections. Chicago is becoming a great ocean port and the facilities completed and now on the boards will make this inland city one of the world's great seaports.

Related to the Chicago plan is that of Gary, Ind., center of great steel production facilities. The Indiana state legislature has appropriated \$2 million for harbor development and surveys are under way.

Construction is under way in Milwaukee. In the Milwaukee development which will take three or four years are included a passenger and auto pier, an outer harbor pier and general cargo terminal. Some

\$7 million is being spent in the Milwaukee area.

Duluth, Minn., long an important lake port, will increase in importance with public outlays of \$10 million for a public marine terminal. The three-phase program will extend over many months with Phase 1 scheduled for completion this spring. The first phase will include berths accommodating three of the largest ocean-going vessels and the remaining phases will add space for seven more such vessels. The Duluth terminal is planned as one of more than a mile in length and several city squares wide with classification and assembly yards of eight railroads and a large number of truck docks.

Toledo, O., on Lake Erie is another port which is making additions to facilities to accommodate expected new ocean shipping. Toledo will be an outlet for fabricated and processed goods from the state of Ohio, one of the nation's leading industrial states.

Ohio manufacturers and shippers will also be served by improvements in facilities at Cleveland. A doubling of docking capacity is on the program and facilities to be improved and added to include both public and private properties.

Detroit, Mich., is expected to be a key port as the Seaway navigation picks up. While Detroit's major industry is automobiles, the state of Michigan also has many other items, not restricted to hard goods which would find shipping advantages in the seaway route.

Buffalo, N. Y. may be a city which has the most to gain in proportion to its population as the result of new navigation advantages. The city is in the center of the great power and navigation development as well as part of the new Niagara Frontier operation. This means new port authority growth and new power growth. Buffalo may have an additional edge on other port cities since it feels that it can call upon the Federal Government for aid—and get it, to a greater degree than most cities.

Oswego, N. Y., a name publicized chiefly in recent months for its extraordinarily heavy snowfall of the 1958-59 winter, will grow in im-

Coast Guard cutter "Maple" (viewing strip at left from top to bottom) is first vessel to pass through the new seaway at Massena, N. Y.; two views of Long Sault Dam; and the St. Lawrence Power Dam.



Giant rigs like this were used to move 550 homes to make room for seaway.

portance and be a port to reckon with in the years ahead. Outlays of \$3 million will cover facilities capable of greatly increasing the intake and provide for outgoing cargo. The city even has a really long-term program—a 50-year program costing \$60 million. That program represents long-range planning of the most advanced type.

All of these port operations require extensive truck transportation as part of the construction phase. This is true both in the U. S. and Canada. While America is pushing its portside construction so are Canadian cities.

Views are divided about Montreal. Will the Seaway be an un-mixed blessing? Will the port be

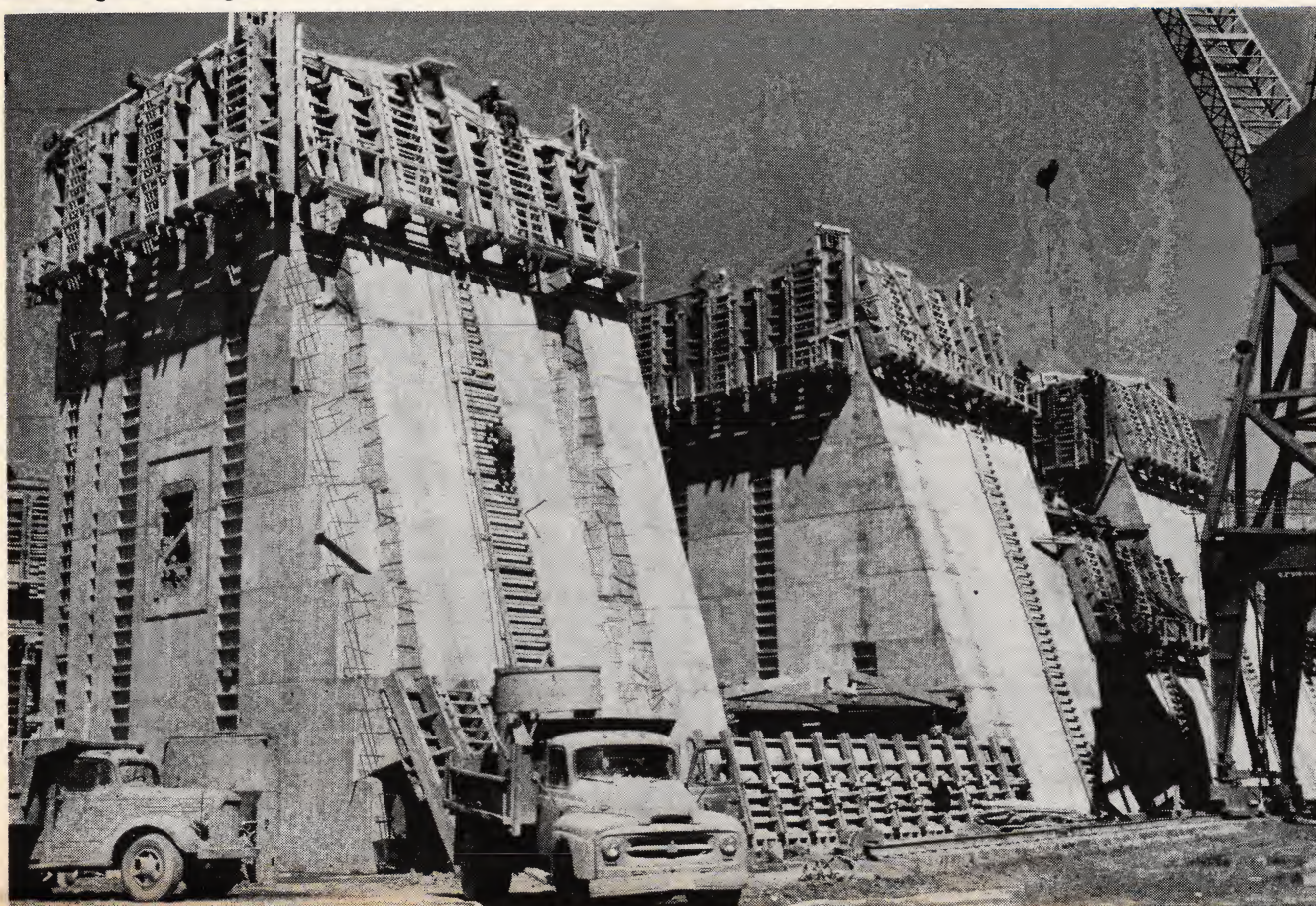
bypassed? The optimists say—and hope—that it will not suffer. The city is in the midst of a more than \$60 million port modernization job which will not be completed for another four years.

Toronto will be a key city in the Canadian planning. It expects to have completed this year a \$7 million public works plan for the port city. Long-range planning includes 12 miles of berthage and 1200 to 1400 acres of dock area.

These are by no means all of Canada's projected improvements, but they indicate the scope of work ahead which will mean a great deal of work for the construction industry and for the Teamsters.



Early construction photo of Eisenhower Lock. President of the United States and the Queen of England will officially dedicate the Seaway this spring.





LAUGH LOAD

When It Began

Jones: "Who started the 40-hour week."
Smith: "Robinson Crusoe. He had all his work done by Friday."



"I educated one of my boys to be a doctor and the other to be a lawyer," said Farmer Cornlossle.

"You should be very proud of them," announced his visitors. "That seems to be an excellent arrangement."

"I don't know about that," replied the aged agriculturist. "It looks as how it was goin' to break up the family. I got run into by a locomotive, and one of 'em wants to cure me, and t'other one wants me to go lame so's he can sue for damages."



The Bidder

A farmer bought a parrot for \$10 at an auction sale. When the sale was over, he asked the auctioneer:

"Does this bird talk intelligently?"

"You ought to know," said the auctioneer. "He's the only one that was bidding against you!"



The oldtimer defines war as follows: "First you lick 'em, next you feed 'em, and then you finance 'em."



There's nothing more exasperating than a wife who can cook and won't.

Unless it's a wife who can't cook and will.



Sid Sokolsky's observation on a movie startlet's daring gown: "Is she inside trying to get out, or outside trying to get in?"



On Broadway as a hep character started to cross the street, he pulled himself back quickly as he almost collided with a fast-moving foreign sports car. "Better watch your step, fella!" he shouted. "You almost ran under me!"



Adventurous

"Hard work never killed anybody," said the father.

"That's just the trouble, dad," replied the son. "I want to do something that has the spice of danger in it."



Quite Odd

"Isn't it odd," remarked a young man to his fiancée as they left the jewelry store, "how the ring you couldn't get off your finger turned out to be the dearest in the place."

ATTENTION

Local Secretaries

The office of John F. English, General Secretary-Treasurer of the IBT, is asking all local union secretaries for their cooperation in bringing the mailing list of the *International Teamster* magazine up to date.

"We feel that a considerable number of copies of the publication are not reaching many of our people because of faulty addresses," English pointed out. "Then, too, we have run into the problem of too many copies being returned to us by the Post Office for various reasons ranging from deaths to unknown addresses. I hope that our people in the field will assist us in this matter which, frankly, is costing the Union a tidy sum."

The International Union's Constitution in Article 10, Section 7 reads:

"The local union secretary-treasurer shall forward monthly to the General Secretary-Treasurer the names of all members initiated or reinstated, together with those who become suspended for non-payment of dues or for any other cause; also a correct list of those who take transfer or withdrawal cards, and shall promptly notify the General Secretary-Treasurer upon the death of any member."

Fair Comment

"Is it true that it's good luck for a black cat to follow you?" asked a wife of her husband.

"Depends on whether you're a man or a mouse," was the reply.



He—If you don't marry me, I'll commit suicide.

She—Now, Sam, you know pa don't want you hanging around.



A young wife showed up in one of the plushier salons with a black eye and explained her husband had given it to her.

"But I thought your husband was out of town this week," her friend said.

"So did I," exclaimed the young wife.



Take a real interest in the future—that's where you're going to spend most of your life.

Distraught Wife: "Dear, our new maid has burned the bacon and eggs. Would you be satisfied with a couple of kisses for breakfast?"

Maintenance Superintendent: "Sure! Bring her in and get the heck out of here."



After a day of complete harassment, the mother shook her finger at her small, onery youngster. "All right, Junior!" she shouted. "Do anything you darn please! Now let me see you disobey that!"



Feels Well Enough

A woman told her doctor she was sure that she had a dangerous illness. He advised her not to be foolish, that she couldn't possibly know whether she had it. The disease, he said, carried with it no discomfort whatever.

"But doctor," she protested "that is exactly how I feel."



Boot Training

The proprietor of Chan's Curio Shop in Chinatown was looking for a boy to deliver some teakwood curios for him. A barefoot lad was standing in front of the shop, and Chan asked him if he would like to run the errand.

"Your customers won't know me," the boy said, "so how can I identify myself when I deliver the teakwood curios?"

"Tell them that you are the barefoot boy with teaks of Chan," the proprietor replied.



Money Anyway

"Everyone is accusing me of having married my husband for his money," said a glamorous blonde to her lawyer, "but actually that's what I want to divorce him for."



Starter

Discussing problems concerning teenagers, one woman asked her neighbor, "Is your son hard to get out of bed in the morning?"

"No," replied the other, "I just open the door and throw the cat on his bed."

The neighbor was puzzled. "How," she asked, "does that waken him?"

Replied the other, "He sleeps with the dog."



*"Clothes are fresh, clean, and
on the scene when you send them
by a TEAMSTER driver!"*



Teamsters Salute . . .

ALASKA

ALASKA, the brand-new 49th state of the Union, now recognized as America's bright new frontier, was first known as "Seward's Folly" when the then-Secretary of State negotiated its purchase from Russia in 1867 for \$7,200,000.

Discovered by Vitus Bering, a Dane, in 1728, Russians made the first settlements and they and others exploited the fur trade. In 1898 the Klondike gold rush centered world attention on the area. First U.S. courts were organized in 1884 and it became a Territory in 1912. Alaska has produced over 700 times its purchase price in gold alone! Number one industry today is fishing with furs, forests, mining and, increasingly, tourism, being important to the state. The Alcan Highway will prove invaluable in linking this only wholly-detached state with the other 48.

Texas has been displaced as the largest state; Alaska with its 586,400 square miles to Texas' 267,339 is more than twice as big.

Gold is still produced in quantity and Alaska has the only North American tin mines. Platinum, antimony, tungsten, coal, natural gas, petroleum, gypsum, sulphur and copper are minerals of note. The hydro-electric potential of Alaska is huge. Far from being a frozen wasteland, agriculture is significant in Alaska; the central Alaskan summers are quite warm. It is a hunter's and fisherman's paradise. There is beautiful scenery in every Alaskan direction. Mount McKinley, 20,300 feet, is the highest North American mountain. Thirty-five active volcanoes are listed in Alaska and its Aleutian Islands.

THE INTERNATIONAL TEAMSTER joins all of America in saluting this brand-new star in our flag, in whose future development the transport industry is certain to play a vital role!

